



PUBLIC REVIEW DRAFT | MAY 2019

Aviation Boulevard at Artesia Boulevard Southbound to Westbound Right Turn Improvement Project INITIAL STUDY/MITIGATED NEGATIVE DECLARATION



Prepared for:

CITY OF MANHATTAN BEACH

Prepared by:

Michael Baker
INTERNATIONAL

PUBLIC REVIEW DRAFT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

**Aviation Boulevard at Artesia Boulevard
Southbound to Westbound Right Turn
Improvement Project**



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May 2019

JN 158606

This document is designed for double-sided printing to conserve natural resources.



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- A. Air Quality/Greenhouse Gas Data
- B. Cultural Resources Assessment
- C. Geotechnical Investigation
- D. Phase I Environmental Site Assessment
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IS/MND AND APPENDICES ON CD



**AVIATION BOULEVARD AT ARTESIA BOULEVARD
SOUTHBOUND TO WESTBOUND RIGHT TURN IMPROVEMENT PROJECT**
Initial Study/Mitigated Negative Declaration

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1.0 INTRODUCTION

The proposed Aviation Boulevard at Artesia Boulevard Southbound to Westbound Right Turn Improvement Project (herein referenced as the “project”) involves roadway improvements along Aviation Boulevard at Artesia Boulevard within the City of Manhattan Beach (City). Following a preliminary review of the proposed project, the City has determined that it is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study addresses the direct, indirect, and cumulative environmental effects of the project, as proposed.

1.1 STATUTORY AUTHORITY AND REQUIREMENTS

In accordance with Sections 15051 and 15367 of the California Code of Regulations (CCR), the City is identified as the Lead Agency for the proposed project. Under CEQA (Public Resources Code Section 21000-21177) and pursuant to Section 15063 of the CCR, the City is required to undertake the preparation of an Initial Study to determine if the proposed project would have a significant environmental impact. If, as a result of the Initial Study, the Lead Agency finds that there is evidence that any aspect of the project may cause a significant environmental effect, the Lead Agency shall further find that an Environmental Impact Report (EIR) is warranted to analyze project-related and cumulative environmental impacts. Alternatively, if the Lead Agency finds that there is no evidence that the project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the Lead Agency shall find that the proposed project would not have a significant effect on the environment and shall prepare a Negative Declaration (or Mitigated Negative Declaration). Such determination can be made only if “there is no substantial evidence in light of the whole record before the Lead Agency” that such impacts may occur (Section 21080[c], Public Resources Code).

The environmental documentation, which is ultimately selected by the City in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon the project. The resulting documentation is not, however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits, and other discretionary approvals would be required.

The environmental documentation and supporting analysis is subject to a public review period. During this review, public agency comments on the document relative to environmental issues must be addressed to the City. Following review of any comments received, the City will consider these comments as a part of the project’s environmental review and include them with the Initial Study documentation for consideration by the City.

1.2 PURPOSE

Section 15063 of the CEQA Guidelines identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study shall include:

- A description of the project, including the location of the project;
- Identification of the environmental setting;
- Identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;
- Discussion of ways to mitigate significant effects identified, if any;
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls; and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study.



1.3 CONSULTATION

As soon as the Lead Agency (in this case, the City) has determined that an Initial Study would be required for the project, the Lead Agency is directed to consult informally with all Responsible Agencies and Trustee Agencies that are responsible for resources affected by the project, in order to obtain the recommendations of those agencies as to whether an EIR or Negative Declaration should be prepared for the project. Following receipt of any written comments from those agencies, the Lead Agency considers any recommendations of those agencies in the formulation of the preliminary findings. Following completion of this Initial Study, the Lead Agency initiates formal consultation with these and other governmental agencies as required under CEQA and its implementing guidelines.

1.4 INCORPORATION BY REFERENCE

The following documents were utilized during preparation of this Initial Study and are incorporated into this document by reference. These documents are available for review at the City of Manhattan Community Development Department located at 1400 Highland Avenue, Manhattan Beach, CA 90266 or on the City of Manhattan Beach's website at <https://www.citymb.info/departments/community-development/planning-zoning/general-plan>.

- City of Manhattan Beach General Plan (adopted 2003). The *City of Manhattan Beach General Plan* (Manhattan Beach General Plan) identifies the community's vision for its collective future and establishes the fundamental framework to guide decision-making about development, resource management, public safety, public services, and general community well-being. The Manhattan Beach General Plan is composed of elements which address a broad and evolving range of issues. Each element of the plan identifies and describes goals and policies, which provide specific direction for decision making and formulation of public policy. The Manhattan Beach General Plan includes the following elements:
 - Land Use;
 - Infrastructure;
 - Housing;
 - Community Resources;
 - Community Safety; and
 - Noise.

It is acknowledged that the Community Resources Element covers both the State-mandated elements of conservation and open space.

- City of Manhattan Beach Municipal Code (codified through Ordinance No. 17-0025-U, passed October 17, 2017 [Supp. No. 28]). The *City of Manhattan Beach Municipal Code* (Manhattan Beach Municipal Code) establishes standards, consistent with the Manhattan Beach General Plan, that regulate land uses and development throughout the City to ensure compatibility of land uses and to avoid issues associated with incompatibility. The Manhattan Beach Municipal Code is intended to protect, promote, and enhance the public health, safety, and general welfare for people living and working within the City. This code also promotes compatibility between the natural and built environment and ensures compatibility with corresponding Manhattan Beach General Plan land use designations and intensities. It also promotes the development of a safe, effective circulation and transportation network that accommodates the needs of all modes of transportation.

As the project site is situated near the Manhattan Beach/Redondo Beach municipal boundary (along Aviation Boulevard), the following documents associated with the City of Redondo Beach are also incorporated by reference. These documents are available for review at the City of Redondo Beach City Hall, located at 415 Diamond Street,



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Redondo Beach, CA 90277 or on the City of Redondo Beach's website at https://www.redondo.org/depts/community_development/planning/default.asp.

- City of Redondo Beach General Plan (adopted 1993). The *City of Redondo Beach General Plan* (Redondo Beach General Plan) is the official statement of the City regarding the framework of policies, standards, and actions needed to achieve the short and long-term physical, economic, social, and environmental goals of the community. It is intended to guide those making decisions and participating in the allocation of resources and defining the future shape and character of the City of Redondo Beach. The Redondo Beach General Plan is composed of the following elements:
 - Land Use;
 - 2013-2021 Housing;
 - Senior Citizen Services;
 - Circulation;
 - Utilities;
 - Solid Waste Management and Recycling;
 - 2004-14 Recreation and Parks; and
 - Environmental Hazards/Natural Hazards.

- City of Redondo Beach Municipal Code (codified through Ordinance No. 3180 c.s. and the August 2018 code supplement). The *City of Redondo Beach Municipal Code* (Redondo Beach Municipal Code) consists of regulatory, penal, and administrative ordinances of the City of Redondo Beach. It is the method the City uses to implement control of land uses, in accordance with General Plan goals and policies.



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2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

Regionally, the project site is located within the southeastern portion of the City of Manhattan (City), in the County of Los Angeles. The project site is located approximately 0.8 miles east of Pacific Coast Highway (Highway 1), approximately 1.65 miles west of State Route 107 (SR-107), and 2 miles west of Interstate 405 (I-405); refer to [Exhibit 2-1, Regional Map](#). Locally, the project site is located at the intersection of Aviation Boulevard and Artesia Boulevard; refer to [Exhibit 2-2, Site Vicinity](#).

2.2 ENVIRONMENTAL SETTING

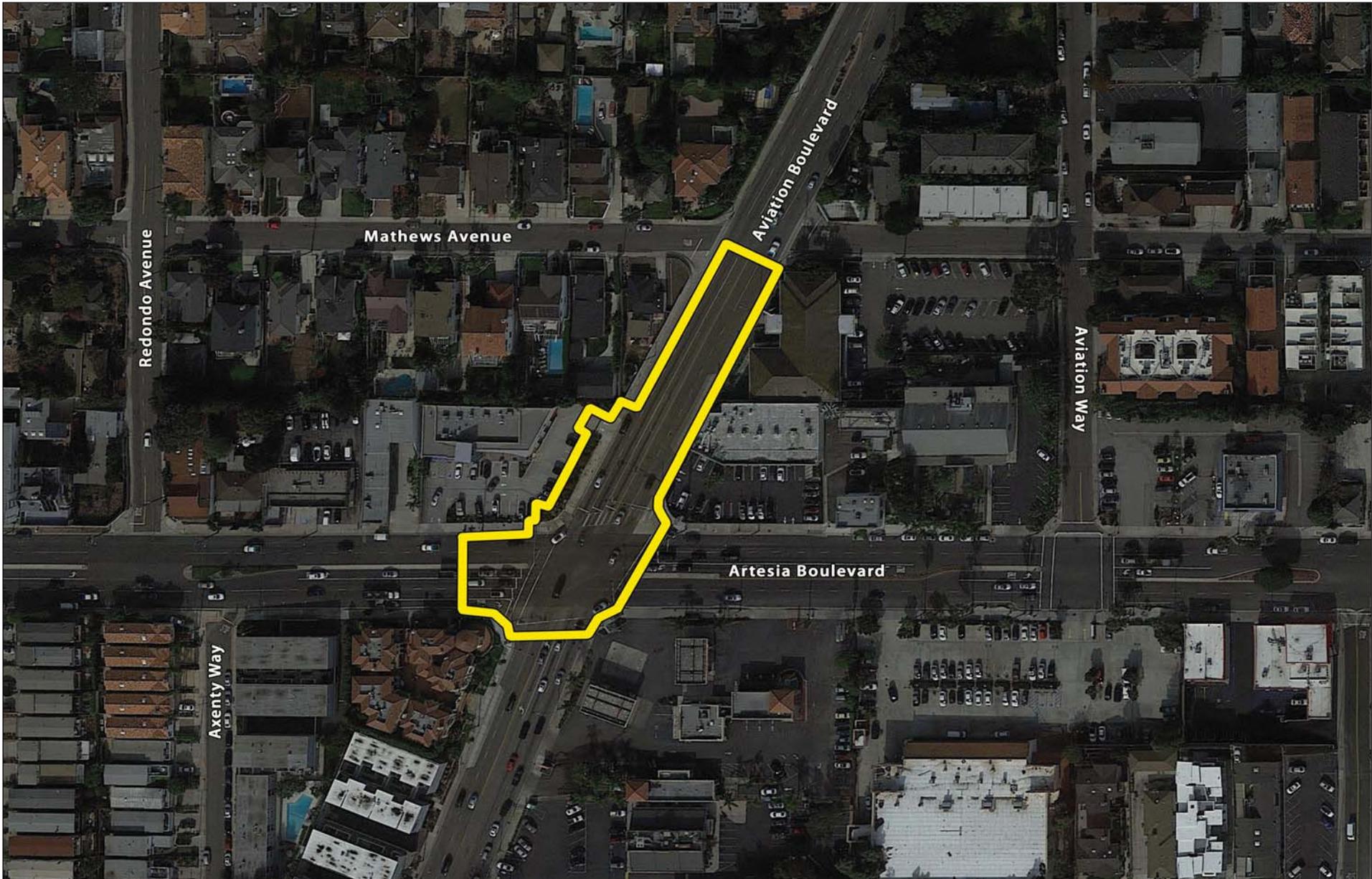
The project is situated within an urbanized area of the City. Aviation Boulevard is a major four lane north-south arterial (two lanes in each direction) and a designated truck and transit route. The roadway has a 64-foot curb to curb width, a 10-foot parkway and curb adjacent sidewalk, 15-foot and 11-foot through lanes headed south, an 11-foot left turn pocket, and 11-foot and 16-foot through lanes heading north. The roadway is separated by a striped median. Curb, gutter, and sidewalk are present on both the east and west sides of the roadway. Artesia Boulevard is a major four lane east-west arterial (two lanes in each direction) with raised median, which provides regional access to I-405. The intersection of Aviation Boulevard and Artesia Boulevard is a signal-controlled intersection. Both roadways are striped to allow pedestrian access at all four corners of the intersection with pedestrian curb ramps.

Within the limits of proposed improvements, Aviation Boulevard has street lighting and traffic signals. Existing landscaping within project limits includes shrubs along the western side of Aviation Boulevard.

Surrounding uses primarily consist of residential and commercial uses. [Table 2-1, Surrounding Land Uses](#), further describes the adjacent development.

Table 2-1
Surrounding Land Uses

| Direction | City/County | General Plan Designation | Zoning | Existing Uses |
|---|-------------------------|---|---------------|--|
| North | City of Manhattan Beach | Low Density Residential and General Commercial | RS CG | Single family residential and commercial uses (i.e., Automobile Club Southern California) |
| East | City of Manhattan Beach | General Commercial | CG | Commercial uses (i.e., Ameci Pizza Italian Kitchen, Verizon, MB Nails and Spa, Thai Massage, Cookie Cutters Haircuts for Kids) |
| South | City of Redondo Beach | RMD Medium Density Multi-Family Residential (23.3 Dwelling Units/Acre) and C-2 Commercial | RMD C-2 | Multi-family residential (i.e., Aviation Villas) and commercial uses (i.e., Shell Gas Station) |
| West | City of Manhattan Beach | General Commercial | CG | Commercial uses (i.e., Chase Bank) |
| Notes: RS = Residential Single Family CG = General Commercial RMD = Medium Density Multi-Family Residential C-2 = Commercial | | | | |



Source: Google Earth Pro, September 2018.

— - Project Site

NOT TO SCALE

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INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
AVIATION BOULEVARD AT ARTESIA BOULEVARD
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Site Vicinity

Exhibit 2-2



2.3 EXISTING GENERAL PLAN AND ZONING

Aviation Boulevard and Artesia Boulevard are designated “Major Arterial” by the *City of Manhattan Beach General Plan Infrastructure Element* (Manhattan Beach General Plan).

As shown in [Table 2-1](#), Manhattan Beach General Plan land use designations in the project area, north of Artesia Boulevard, include “Low Density Residential” and “General Commercial.” *City of Redondo Beach General Plan* (Redondo Beach General Plan) land use designations in the project area south of Artesia Boulevard include “RMD Medium Density Multi-Family Residential (23.3 Dwelling Units/Acre)” and “C-2 Commercial.”

As a roadway facility, Aviation Boulevard does not have a zoning designation under the *City of Manhattan Beach Municipal Code* (Manhattan Beach Municipal Code). However, based on the *City of Manhattan Beach Zoning Designations* map, areas north of Artesia Boulevard are zoned “Residential Single Family” and “General Commercial”. Based on the *City of Redondo Beach Official Zoning Map*, areas south of Artesia Boulevard are zoned “Medium Density Multi-Family Residential” and “Commercial”.

2.4 PROJECT BACKGROUND

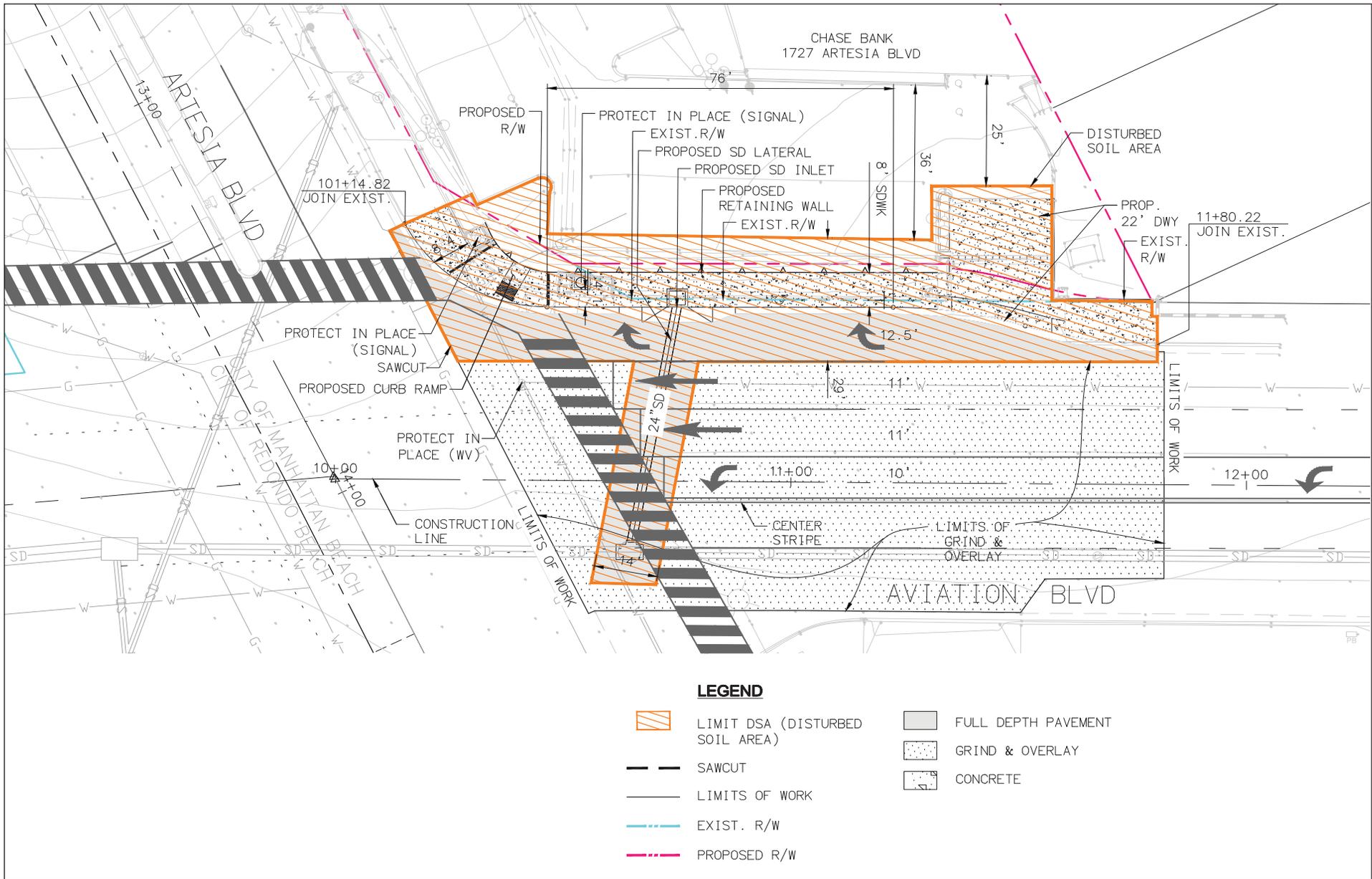
The project proposes to utilize funding provided by the Los Angeles County Metropolitan Transportation Authority (Metro) utilizing local Measure R funding. Measure R is a half-cent sales tax for Los Angeles County to finance new transportation projects and programs and accelerate those already in progress. According to the traffic analysis conducted for the proposed project (refer to [Section 4.16, *Transportation/Traffic*](#)), Aviation Boulevard and Artesia Boulevard currently operate at a level of service (LOS) F in both the AM and PM peak hour. Accordingly, traffic demands on Aviation Boulevard and Artesia Boulevard exceed capacity, which is further impacted by the inadequate storage queues of turning movements (left and right) at the intersection. For this project, the Manhattan Beach City Council passed Resolution Number 6055, which contained an offer for an eight-foot right-of-way dedication to be used for roadway widening for this right turn lane on the privately-owned property on the northwest corner of Aviation Boulevard. Implementation of the proposed project would relieve existing and future congestion at the intersection and provide for enhanced traffic operations as compared to existing conditions.

2.5 PROJECT CHARACTERISTICS

ROADWAY IMPROVEMENTS

The following roadway improvements are included in the project; refer to [Exhibit 2-3, *Conceptual Site Plan*](#). These improvements would address queuing deficiencies, improve roadway operations, and implement improvements consistent with the Manhattan Beach General Plan Transportation Element.

- Widen the west side of Aviation Boulevard to the north of the intersection at Artesia Boulevard to accommodate a 12.5 foot right turn lane and an eight-foot pedestrian walkway;
- Construct a new Americans with Disabilities Act (ADA) pedestrian curb ramp on the northwest corner of the Aviation Boulevard and Artesia Boulevard intersection and a new pedestrian push button;
- Re-stripe the north leg of Aviation Boulevard; and
- Provide new crosswalk striping at the west and north legs of the intersection.



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Conceptual Site Plan

Exhibit 2-3



STORM DRAIN IMPROVEMENTS

The project proposes storm drain improvements to alleviate existing ponding that occurs at the northwest corner of Artesia Boulevard and Aviation Boulevard during storm events. The project would construct new curb and gutter along the western side of Aviation Boulevard to direct flows to a new storm drain inlet; refer to [Exhibit 2-3](#). A new lateral pipe would be installed to connect the new inlet with the existing storm drain facility in Aviation Boulevard, which is an existing Los Angeles County Flood Control District (LACFCD) 30-inch reinforced concrete pipe (RCP) storm drain pipe.

UTILITIES

Existing utilities would require relocation as part of the proposed improvements. An existing fire hydrant, located approximately 70 feet north of Artesia Boulevard along the western portion of the project site, would be relocated due to the proposed widening of Aviation Boulevard. The two traffic signal poles located at the northwest corner of the Aviation Boulevard and Artesia Boulevard intersection would be protected in place.

RETAINING WALL

The project proposes to construct a new retaining wall at the back of the proposed sidewalk. The wall would vary in height, with a maximum height of four feet. The existing driveway, located to the east of Chase Bank, would need to be re-contoured to match the new elevation of the retaining wall.

LANDSCAPING

The proposed improvements would require removal of portions of existing ornamental landscaping along southbound Aviation Boulevard. The project would install replacement ornamental landscaping and irrigation, similar to existing conditions.

RIGHT-OF-WAY

The project is located within existing City of Manhattan Beach roadway right-of-way, as well as a small portion of private property (currently developed with a Chase Bank). The proposed improvements would require the partial permanent acquisition of land from approximately 760 square feet at this property (Assessor's Parcel Number [APN] 4163-008-044) for the purposes of roadway right-of-way. This parcel currently consists of Chase Bank; however, areas of proposed right-of-way acquisition consist of landscaping only; refer to [Exhibit 2-3](#).

2.6 CONSTRUCTION/PHASING

The proposed intersection improvements would occur in a single phase. Construction is anticipated to begin as early as Fall 2019 and would last approximately four months. Proposed improvements would include minor resurfacing and restriping throughout the majority of the boundaries (disturbance of less than 1-foot below ground surface [bgs]). However, some excavation is necessary to accommodate the right-turn lane and new retaining wall, and trenching, as deep as 25 feet, would be required for the installation of the new storm drain lateral. For proposed resurfacing of the driveway at the Chase Bank property, approximately 1,800 square feet of temporary construction easement (TCE) (at APN 4163-008-044) would also be required. Improvements associated with the TCE would occur over a three-month duration. The total area of disturbance during construction is anticipated to be approximately 0.97 acre.



2.7 PERMITS AND APPROVALS

The proposed project would require permits and approvals from the City of Manhattan Beach and other agencies prior to construction. These permits and approvals are described below and may change as the project proceeds.

CITY OF MANHATTAN BEACH

- California Environmental Quality Act (CEQA) Clearance

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

- Approval of Storm Drain Improvements

LOS ANGELES REGIONAL WATER QUALITY CONTROL BOARD

- Municipal Separate Storm Sewer System (MS4) Permit



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3.0 ENVIRONMENTAL CHECKLIST

3.1 BACKGROUND

| | |
|----|---|
| 1. | Project Title: Aviation Boulevard at Artesia Boulevard Southbound to Westbound Right Turn Improvement Project |
| 2. | Lead Agency Name and Address: City of Manhattan Beach 1400 Highland Avenue Manhattan Beach, CA 90266 |
| 3. | Contact Person and Phone Number: Prem Kumar City Engineer 310.802.5352 |
| 4. | Project Location: Regionally, the project site is located within the southeastern portion of the City of Manhattan Beach (City), in the County of Los Angeles. The project site is located approximately 0.8 miles east of Pacific Coast Highway (Highway 1), approximately 1.65 miles west of State Route 107 (SR-107), and 2 miles west of Interstate 405 (I-405). Locally, the project site is the intersection of Aviation Boulevard and Artesia Boulevard. |
| 5. | Project Sponsor's Name and Address: City of Manhattan Beach 1400 Highland Avenue Manhattan Beach, CA 90266 |
| 6. | General Plan Designation: Aviation Boulevard and Artesia Boulevard are designated "Major Arterial" by the Manhattan Beach General Plan. Additionally, land use designations within and adjacent to the project area north of Artesia Boulevard include "Low Density Residential" and "General Commercial." Redondo Beach General Plan land use designations within and adjacent to the project area south of Artesia Boulevard include "RMD Medium Density Multi-Family Residential (23.3 Dwelling Units/Acre)" and "C-2 Commercial." |
| 7. | Zoning: As a roadway facility, Aviation Boulevard does not have a zoning designation under the Manhattan Beach Municipal Code or under the Redondo Beach Municipal Code. However, areas north of Artesia Boulevard are zoned "Residential Single Family" and "General Commercial" and areas south of Artesia Boulevard are zoned "Medium Density Multi-Family Residential" and "Commercial" on the <i>City of Manhattan Beach Zoning Designations</i> map and <i>City of Redondo Beach Official Zoning Map</i> , respectively. |
| 8. | Description of the Project: The proposed project would widen the west side of Aviation Boulevard to the north of the intersection at Artesia Boulevard to accommodate a 12.5 foot right turn lane and an eight-foot pedestrian walkway; construct a new Americans with Disabilities Act (ADA) pedestrian curb ramp on the northwest corner of the Aviation Boulevard and Artesia Boulevard intersection and a new pedestrian push button; re-stripe the north leg of Aviation Boulevard; and provide new crosswalk striping at the west and north legs of the intersection. These improvements would address queuing deficiencies, improve roadway operations, and implement improvements consistent with the Manhattan Beach General Plan |



| |
|---|
| <p>Transportation Element. Additional details regarding the project are provided in <u>Section 2.5, <i>Project Characteristics</i></u>.</p> |
| <p>9. Surrounding Land Uses and Setting:</p> <ul style="list-style-type: none"> • Single family residential and commercial uses (i.e., Automobile Club Southern California) to the north; • Commercial uses (i.e., Ameci Pizza Italian Kitchen, Verizon, MB Nails and Spa, Thai Massage, Cookie Cutters Haircuts for Kids) to the east; • Multi-family residential (i.e., Aviation Villas) and commercial uses (i.e., Shell Gas Station) to the south; and • Commercial uses (i.e., Chase Bank) to the west. |
| <p>10. Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement).</p> <p>Refer to <u>Section 2.7, <i>Permits and Approvals</i></u>, for a description of the range of local, regional, and State approvals anticipated to be required for the project. Additional approvals may be required as the project entitlement process moves forward.</p> |

3.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” or “Less Than Significant Impact With Mitigation Incorporated,” as indicated by the checklist on the following pages.

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



3.3 DETERMINATION

On the basis of this initial elevation:

| | |
|-------------------------------------|--|
| <input type="checkbox"/> | I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. |
| <input checked="" type="checkbox"/> | I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. |
| <input type="checkbox"/> | I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. |
| <input type="checkbox"/> | 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. |
| <input type="checkbox"/> | I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required. |

Signature

Mr. Prem Kumar, City Engineer

Printed Name/Title

City of Manhattan Beach

Agency

May 2, 2019

Date

3.4 EVALUATION OF ENVIRONMENTAL IMPACTS

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

- | | |
|--|--|
| <ul style="list-style-type: none"> • Aesthetics • Agriculture and Forestry Resources • Air Quality • Biological Resources • Cultural Resources • Geology and Soils • Greenhouse Gas Emissions • Hazards and Hazardous Materials • Hydrology and Water Quality | <ul style="list-style-type: none"> • Land Use and Planning • Mineral Resources • Noise • Population and Housing • Public Services • Recreation • Transportation/Traffic • Tribal Cultural Resources • Utilities and Service Systems |
|--|--|

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the CEQA Guidelines and used by the City of Manhattan Beach in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development's impacts and to identify mitigation.



For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- No Impact. The development will not have any measurable environmental impact on the environment.
- Less Than Significant Impact. The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.
- Less Than Significant Impact With Mitigation Incorporated. The development will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- Potentially Significant Impact. The development will have impacts which are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

Where potential impacts are anticipated to be significant, mitigation measures will be required, so that impacts may be avoided or reduced to insignificant levels.



4.0 ENVIRONMENTAL ANALYSIS

The following is a discussion of potential project impacts as identified in the Initial Study/Environmental Checklist. Explanations are provided for each item.

4.1 AESTHETICS

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

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. According to the Manhattan Beach General Plan Land Use Element, ocean vistas, tree lined streets, well-kept neighborhoods, and the Downtown village contribute to the scenic quality of the community. The project is situated in an urbanized area and the majority of the project site is currently developed with roadway facilities. Public views to the Pacific Ocean are not afforded from the project site due to surrounding development and topography. The project site is not situated in the Coastal Zone. Existing ornamental landscaping is present within project limits along the western side of Aviation Boulevard; however, no tree-lined streets are present. In addition, adjacent residential uses to the west of the project site are not street-facing; thus, the project site is not considered a residential neighborhood. Last, the Downtown village is located over one mile to the southwest of the project site; therefore, project implementation would not impact public views to this scenic vista. For these reasons, project implementation would not impact Manhattan Beach General Plan-designated scenic vistas and impacts in this regard would be less than significant.

The Manhattan Beach General Plan defines walkstreets as unique pedestrian features that provide attractive paths to the beach and create visual corridors framing the ocean. Neither Aviation Boulevard or Artesia Boulevard are identified as a walkstreet according to Manhattan Beach General Plan Figure I-9, *Walkstreets, Pedestrian Walkways, and Bikeways*. Thus, project implementation would not impact Manhattan Beach General Plan-designated walkstreets and impacts in this regard would be less than significant.

The Redondo Beach General Plan does not list any scenic vistas within the City of Redondo Beach. No impact would occur in this regard.

Mitigation Measures: No mitigation is required.



- b) **Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

No Impact. There are no officially-designated State scenic highways within proximity to the project site.¹ The nearest Officially Designated State Scenic Highway is State Route 91, which is located approximately 32 miles to the east of the project site. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

- c) **Substantially degrade the existing visual character or quality of the site and its surroundings?**

Less Than Significant Impact.

Short-Term (Construction) Impacts

Short-term construction activities associated with the proposed project would temporarily impact the existing visual character or quality of the project site. Construction activities are expected to occur over a duration of approximately four months. During this time, exposed surfaces, construction debris, equipment, and truck traffic would temporarily impact views from surrounding uses. Impacts in this regard would be temporary in nature and would cease upon construction completion. Thus, given the short-term nature of these impacts, construction-related impacts to visual character or quality of the site and its surroundings would be less than significant.

Long-Term (Operational) Impacts

The existing visual character of the project site consists of transportation uses (Aviation Boulevard and Artesia Boulevard), while surrounding uses primarily consist of commercial and residential uses. Existing landscaping within project limits includes shrubs along the western side of Aviation Boulevard.

As indicated in Section 3.0, Project Description, the project would remove a portion of landscaping located along the Chase Bank property frontage on Artesia Boulevard in order to accommodate a 12.5-foot right turn lane and eight-foot pedestrian walkway along the west side of Aviation Boulevard to the north of its intersection at Artesia Boulevard. The project would also construct a new Americans with Disabilities Act (ADA) pedestrian curb ramp on the northwest corner of the Aviation Boulevard and Artesia Boulevard intersection and a new pedestrian push button, re-stripe the north leg of Aviation Boulevard, and provide new crosswalk striping at the west and north legs of the intersection. The project would also require storm drain improvements, utility relocations, and construction of a retaining wall at the back of the proposed sidewalk (maximum height of four feet). These improvements would be consistent with the existing developed/urbanized visual character along Aviation Boulevard and Artesia Boulevard, and the project would not include any new land uses or structures that would substantially alter the aesthetic characteristics of the project area. Further, although the project would remove existing landscaping located along the Chase Bank property frontage, replacement ornamental landscaping and irrigation would be installed, similar to existing conditions. Thus, long-term impacts to visual character or quality of the site and its surrounding would be less than significant.

Mitigation Measures: No mitigation is required.

¹ California Department of Transportation, *California Scenic Highway Mapping System*, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/, accessed September 20, 2018.



- d) **Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

Less Than Significant Impact With Mitigation Incorporated. There are two primary sources of light: light emanating from building interiors that pass through windows, and light from exterior sources (i.e., street lighting, parking lot lighting, building illumination, security lighting, and landscape lighting). Light introduction can be a nuisance to adjacent uses and diminish the view of the clear night sky. Currently, light and glare in the project vicinity is produced by vehicle headlights, street lighting, and lighting from the adjacent commercial/residential uses.

Short-Term (Construction) Impacts

Pursuant to Municipal Code Section 9.44.030, *Construction Hours and Prohibited Days*, the majority of the project's construction activities are anticipated to occur during the daytime hours (Monday through Friday 7:30 a.m. to 4:30 p.m. with lane closures allowed between 8:30 a.m. and 3:30 p.m.), where potential construction-related lighting impacts would not occur. However, construction of the proposed storm drain improvements (shown on Exhibit 2-3, *Conceptual Site Plan*) could occur between the hours of 8:00 p.m. and 5:00 a.m. Nighttime construction activities occurring within these areas could potentially result in impacts to nearby uses and motorists travelling along the project site. However, this project area includes existing sources of light (i.e., vehicle headlights, street lighting, and lighting from the adjacent commercial/residential uses). Pursuant to Mitigation Measure AES-1, necessary lighting for safety and construction purposes would be directed away from land uses outside of the project area and contained and directed toward the specific area of construction. With implementation of Mitigation Measure AES-1, project-related light and glare from nighttime construction activities would be less than significant.

Long-Term (Operational) Impacts

The project would not introduce any new sources of light that would affect motorists, bicyclists, or other sensitive viewers in the project vicinity, as the two traffic signal poles located at the northwest corner of the Aviation Boulevard and Artesia Boulevard intersection would be protected in place and no new additional lighting sources are proposed. The project improvements would be consistent with the existing developed/urbanized visual character along Aviation Boulevard at Artesia Avenue, and the project would not include any new land uses or structures that would result in substantial sources of glare. Therefore, long-term impacts in this regard would be less than significant.

Mitigation Measures:

- AES-1 To minimize project-related light and glare to the maximum extent feasible, color-corrected halide lights shall be used during project construction. Portable lights shall be operated at the lowest allowable wattage and shall be raised to a height no greater than 20 feet. All lights shall be screened and directed downward toward work activities and away from the night sky and nearby uses to the maximum extent possible. The number of nighttime lights used shall be minimized to the greatest extent possible. This measure would be subject to verification by the City Engineer.



**AVIATION BOULEVARD AT ARTESIA BOULEVARD
SOUTHBOUND TO WESTBOUND RIGHT TURN IMPROVEMENT PROJECT**
Initial Study/Mitigated Negative Declaration

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4.2 AGRICULTURE AND FORESTRY RESOURCES

| <p><i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i></p> | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | 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? | | | | ✓ |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | | | | ✓ |
| 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))? | | | | ✓ |
| d. Result in the loss of forest land or conversion of forest land to non-forest use? | | | | ✓ |
| 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? | | | | ✓ |

- 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?**

No Impact. The proposed project site is developed with urbanized uses. No farmland exists within the site vicinity. Based on the *Los Angeles County Important Farmland 2014 Map* prepared by the California Department of Conservation, the proposed project site has not been surveyed.¹ However, based on the Manhattan Beach General Plan and Redondo Beach General Plan, the cities do not have agricultural uses. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

¹ California Department of Conservation Farmland Mapping and Monitoring Program, *Orange County Important Farmland 2014 Map*, accessed September 12, 2018.



b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. Existing land uses in the project area include “Low Density Residential,” and “General Commercial” north of Artesia Boulevard, and “RMD Medium Density Multi-Family Residential (23.3 Dwelling Units/Acre)” and “C-2 Commercial” south of Artesia Boulevard. Aviation Boulevard does not have a zoning designation under the Manhattan Beach Municipal Code or under the Redondo Beach Municipal Code. However, areas north of Artesia Boulevard are zoned “Residential Single Family” and “General Commercial” and areas south of Artesia Boulevard are zoned “Medium Density Multi-Family Residential” and “Commercial” on the *City of Manhattan Beach Zoning Designations* map and *City of Redondo Beach Official Zoning Map*, respectively. No agricultural uses exist within the site vicinity. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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))?

No Impact. Refer to Response 4.2(b), above. No zoning for forest land or timberland exists within the project area, and no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. Refer to Responses 4.2(a) through 4.2(c).

Mitigation Measures: No mitigation is required.

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?

No Impact. As stated above in Responses 4.2(a) through 4.2(c), the project site occurs within an urbanized area and is void of agricultural or forest resources. Thus, there is no potential for the conversion of these resources and no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.



4.3 AIR QUALITY

| <i>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:</i> | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| a. Conflict with or obstruct implementation of the applicable air quality plan? | | | ✓ | |
| b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | | ✓ | | |
| c. 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | | | ✓ | |
| d. Expose sensitive receptors to substantial pollutant concentrations? | | | ✓ | |
| e. Create objectionable odors affecting a substantial number of people? | | | ✓ | |

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The proposed project is located within the South Coast Air Basin (Basin), which is governed by the South Coast Air Quality Management District (SCAQMD). On March 3, 2017, the SCAQMD Governing Board approved the 2016 Air Quality Management Plan (2016 AQMP), which outlines its strategies for meeting the National Ambient Air Quality Standards (NAAQS) for fine particulate matter (PM_{2.5}) and ozone (O₃). According to the SCAQMD's 2016 AQMP, two main criteria must be addressed.

Criterion 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) *Would the project result in an increase in the frequency or severity of existing air quality violations?*

Since the consistency criteria identified under the first criterion pertain to pollutant concentrations, rather than to total regional emissions, an analysis of the project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. As discussed in Response 4.3(d), below, localized concentrations of carbon monoxide (CO), nitrogen oxides (NO_x), and particulate matter (PM₁₀ and PM_{2.5}) would be less than significant. Therefore, the proposed project would not result in an increase in the frequency or severity of existing air quality violations. Because reactive organic gasses (ROG) are not a criteria pollutant, there is no ambient standard or localized threshold for ROGs. Due to the role ROG plays in ozone formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established.

b) *Would the project cause or contribute to new air quality violations?*

As discussed in Response 4.3(b), the proposed project would result in emissions that would be below the SCAQMD thresholds. Therefore, the proposed project would not have the potential to cause or affect a violation of the ambient air quality standards.



- c) *Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?*

As discussed in Response 4.3(b), the proposed project would result in less than significant impacts with regard short-term construction and long-term operational air quality emissions. As such, the proposed project would not delay the timely attainment of air quality standards or 2016 AQMP emissions reductions.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and Southern California Association of Governments (SCAG) air quality policies, it is important to recognize that air quality planning within the South Coast Air Basin (Basin) focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the AQMP. Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

- a) *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?*

A project is consistent with the AQMP in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2016 AQMP, three sources of data form the basis for the projections of air pollutant emissions: the *City of Manhattan Beach 2003 General Plan* (Manhattan Beach General Plan), SCAG's *Growth Management Chapter of the Regional Comprehensive Plan and Guide* (RCPG), and SCAG's *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS). The RTP/SCS also provides socioeconomic forecast projections of regional population growth. The project involves the improvement of an existing intersection which is not a trip generating land use. Rather, the project would address existing deficiencies and implement improvements at the Artesia Boulevard/Aviation Boulevard intersection consistent with the Manhattan Beach General Plan Infrastructure Element. Therefore, the proposed project would be considered consistent with the Manhattan Beach General Plan. Furthermore, the project does not involve any uses that would increase population beyond what is considered in the Manhattan Beach General Plan and, therefore, would not affect City-wide plans for population growth at the project site. Thus, the proposed project is consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the RCPG. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City; these are used by SCAG in all phases of implementation and review. As the SCAQMD has incorporated these same projections into the 2016 AQMP, it can be concluded that the proposed project would be consistent with the projections.

- b) *Would the project implement all feasible air quality mitigation measures?*

The proposed project would result in less than significant air quality impacts. Compliance with emission reduction measures identified by the SCAQMD would be required as identified in Response 4.3(b), which would further reduce these impacts. As such, the proposed project meets this AQMP consistency criterion.

- c) *Would the project be consistent with the land use planning strategies set forth in the AQMP?*

The proposed project would serve to implement various City of Manhattan Beach and SCAG policies. The proposed project is located within a developed portion of the City and would relieve traffic congestion in the area and allow for more efficient mobility.



In conclusion, the determination of AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. The proposed project would not result in a long-term impact on the region’s ability to meet State and Federal air quality standards. As discussed above, the proposed project’s long-term influence would also be consistent with the goals and policies of the 2016 AQMP and is, therefore, considered consistent with the SCAQMD’s 2016 AQMP.

Mitigation Measures: No mitigation is required.

- b) **Violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

Less Than Significant Impact With Mitigation Incorporated.

Short-Term (Construction) Emissions

Construction Emissions

Construction activities would involve earthwork, paving, roadway, storm drain infrastructure, and retaining wall construction. Construction of the proposed project is anticipated to commence as early as Fall 2019 and be completed within four months. Construction activities would require the exportation of approximately 135 cubic yards of soil.

Table 4.3-1, Construction Air Emissions, depicts the construction emissions associated with the project. Emitted pollutants would include ROG, CO, NO_x, SO₂, PM₁₀, and PM_{2.5}. The largest amount of ROG, CO, SO₂, and NO_x emissions would occur during the earthwork phase. PM₁₀ and PM_{2.5} emissions would occur from fugitive dust (due to earthwork and excavation) and from construction equipment exhaust. The majority of PM₁₀ and PM_{2.5} emissions would be generated by fugitive dust from earthwork activities. Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to and from the site.

**Table 4.3-1
Construction Air Emissions**

| Construction Emissions Source | Pollutant (pounds/day) ¹ | | | | | |
|--|-------------------------------------|-----------------|-----------|-----------------|------------------|-------------------|
| | ROG | NO _x | CO | SO ₂ | PM ₁₀ | PM _{2.5} |
| Year 1 | | | | | | |
| Unmitigated Emissions | 3.67 | 38.15 | 28.02 | 0.05 | 3.81 | 1.75 |
| Mitigated Emissions ² | 3.67 | 38.15 | 28.02 | 0.05 | 2.60 | 1.75 |
| SCAQMD Thresholds | 75 | 100 | 550 | 150 | 150 | 55 |
| Is Threshold Exceeded? | No | No | No | No | No | No |
| ROG = reactive organic gases; NO _x = nitrogen oxides; CO = carbon monoxide; SO ₂ = sulfur dioxide; PM ₁₀ = particulate matter up to 10 microns; PM _{2.5} = particulate matter up to 2.5 microns Notes: 1. Emissions were calculated using the California Emissions Estimator Model version 2016.3.2 (CalEEMod), as recommended by the SCAQMD. 2. The reduction/credits for construction emission mitigations are based on mitigation included in CalEEMod and as typically required by the SCAQMD. The mitigation includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. | | | | | | |
| Source: Refer to <u>Appendix A, Air Quality/ Greenhouse Gas Data</u> , for detailed model input/output data. | | | | | | |



As depicted in [Table 4.3-1](#), construction-related emissions would not exceed the established SCAQMD thresholds for criteria pollutants. During construction activities, the project would also be required to comply with standard SCAQMD regulations, such as Rule 403 (Dust Control) and Rule 402 (Nuisance). Compliance with Mitigation Measure AQ-1 would ensure compliance with SCAQMD standard regulations, which would further reduce the project's less than significant construction impacts.

Naturally Occurring Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, Federal, and international agencies and was identified as a toxic air contaminant by the California Air Resources Board in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report* (August 2000), serpentinite and ultramafic rocks are not known to occur within the project area. Thus, no impact is anticipated in this regard.

Long-Term (Operational) Emissions

The proposed project would not include new permanent stationary or mobile sources of emissions, and therefore, by its very nature, would not generate quantifiable criteria emissions from project operations. The project does not propose any buildings and therefore no permanent source or stationary source emissions would result. Intersection improvements do not directly generate vehicle trips, a predominant source of air pollutant emissions. Vehicle trips are typically generated by land use changes that may be indirectly influenced by transportation improvements. The proposed project would not result in increases in the rate of vehicle trips. Rather, the proposed traffic facility improvements provide improved circulation through an area with existing and forecast traffic congestion. The project is considered necessary to implement the City's Capital Improvement Program (CIP) to alleviate existing and forecast traffic congestion as part of the buildout of the General Plan. In addition, the project would reduce idle time of vehicles at the project intersection. The longer a vehicle idles in a single location, the more air pollutant emissions are generated over the course of its travel than would otherwise have been emitted with reduced idling; thus, vehicle idle emissions would decrease as a result of the project. Therefore, impacts in this regard would be less than significant.

Mitigation Measures:

AQ-1 Prior to issuance of a Grading Permit, the City Engineer shall confirm that the Grading Plan and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

- All active portions of the construction site shall be watered three times daily during daily construction activities, on as needed during wet weather, and when dust is observed migrating from the project site to prevent excessive amounts of dust.



- Pave or apply water every three times daily during daily construction activities or apply non-toxic soil stabilizers on parking areas, and staging areas, during dry weather. More frequent watering shall occur if dust is observed migrating from the site during site disturbance.
- During dry weather, any on-site stockpiles of debris, dirt, or other dusty material with five percent or greater silt content shall be enclosed, covered, watered three times daily, or non-toxic soil binders shall be applied.
- All grading and excavation operations shall be suspended when wind speeds exceed 25 miles per hour.
- Disturbed areas shall be replaced with ground cover or paved immediately after construction is completed in the affected area.
- All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust before departing the job site.
- Reroute construction trucks away from congested streets or sensitive receptor areas.
- Trucks associated with hauling activities shall avoid residential streets and utilize City-designated truck routes to the extent feasible.

- c) **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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**

Less Than Significant Impact.

Cumulative Construction Impacts

With respect to the proposed project's construction-period air quality emissions and cumulative Basin-wide conditions, the SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the 2016 AQMP pursuant to Federal Clean Air Act mandates. As such, the proposed project would comply with SCAQMD Rule 403 requirements and implement all feasible mitigation measures (Mitigation Measure AQ-1). Rule 403 requires that fugitive dust be controlled with the best available control measures in order to reduce dust so that it does not remain visible in the atmosphere beyond the property line of the proposed project. In addition, the proposed project would comply with adopted 2016 AQMP emissions control measures.

Per SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., Rule 403 compliance, the implementation of all feasible mitigation measures, and compliance with adopted AQMP emissions control measures) would also be imposed on construction projects throughout the Basin, which would include related projects. Compliance with SCAQMD rules and regulations would reduce the project's construction-related impacts to a less than significant level. Thus, it can be reasonably inferred that the project-related construction emissions, in combination with those from other projects in the area, would not substantially deteriorate the local air quality. Thus, a less than significant impact would occur in this regard.

Cumulative Long-Term Impacts

As discussed previously, the proposed project would not result in long-term air quality impacts, since it is not considered a trip generating land use and would improve traffic conditions in the study area. Additionally, adherence to SCAQMD rules and regulations during construction would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Emission reduction technology, strategies, and plans are constantly being developed. As a result,



the proposed project would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant. Therefore, cumulative operational impacts associated with implementation of the proposed project would be less than significant.

Mitigation Measures: No mitigation is required.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The California Air Resources Board (CARB) has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

Sensitive receptors surrounding the project site include residential uses as close as 15 feet to the north in Manhattan Beach, and residential uses approximately 100 feet to the south across Artesia Boulevard in Redondo Beach. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds for construction and operations impacts (area sources only).

Localized Significance Thresholds (LST)

Localized Significance Thresholds (LSTs) were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific level proposed projects. The SCAQMD provides the LST lookup tables for one-, two-, and five-acre projects emitting CO, NO_x, PM_{2.5}, or PM₁₀. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The project is located within Sensitive Receptor Area (SRA) 3, Southwest Coastal LA County.

Because CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, Table 4.3-2, Equipment-Specific Grading Rates, is used to determine the maximum daily disturbed acreage for comparison to LSTs.

**Table 4.3-2
Equipment-Specific Grading Rates**

| Construction Phase | Equipment Type | Equipment Quantity | Acres Graded per 8-Hour Day | Operating Hours per Day | Acres Graded per Day |
|-----------------------------------|----------------|--------------------|-----------------------------|-------------------------|----------------------|
| Grading | Tractors | 1 | 0.5 | 8 | 0.5 |
| Total Acres Graded per Day | | | | | 0.5 |

Source: South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, July 2008.

Based off the SCAQMD LST methodology, the project would have a maximum daily soil disturbance of approximately 0.5 acres during the grading phase; therefore, the LST thresholds for 1 acre were conservatively utilized for the construction LST analysis. The closest sensitive receptors to the project site are residential uses surrounding the project site as close as 4.6 meters (15 feet). These sensitive land uses may be potentially affected by air pollutant emissions generated during on-site construction activities. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Notwithstanding, the SCAQMD Methodology explicitly states: "*It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25*



meters to the nearest receptor should use the LSTs for receptors located at 25 meters.” Therefore, LSTs for receptors located at 25 meters were utilized in this analysis. It is noted that the localized emissions presented in [Table 4.3-3](#) are less than those in [Table 4.3-1](#) since localized emissions include only on-site grading emissions (i.e., from construction equipment and fugitive dust). As seen in [Table 4.3-3](#), emissions would not exceed the LSTs for SRA 3. Therefore, localized significance impacts from construction would be less than significant.

Table 4.3-3
Localized Significance of Emissions

| Source | Pollutant (pounds/day) | | | |
|---|------------------------|-----------|------------------|-------------------|
| | NO _x | CO | PM ₁₀ | PM _{2.5} |
| Construction (Grading Phase) | | | | |
| On-site Unmitigated Emissions | 1.64 | 15.66 | 1.65 | 1.26 |
| Localized Significance Threshold ¹ | 91 | 674 | 5 | 3 |
| Thresholds Exceeded? | No | No | No | No |
| Note: | | | | |
| 1. The Localized Significance Threshold was determined using Appendix C of the SCAQMD <i>Final Localized Significant Threshold Methodology</i> guidance document for pollutants NO _x , CO, PM ₁₀ , and PM _{2.5} . The Localized Significance Threshold was based on the anticipated daily acreage disturbance for construction (the threshold for 1 acre was used), the distance to sensitive receptors (25 meters), and the source receptor area (SRA 3). | | | | |
| Source: Refer to Appendix A, Air Quality/ Greenhouse Gas Data , for detailed model input/output data. | | | | |

Operations

According to SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a project if the project includes stationary sources or attracts mobile sources that may spend extended periods queuing and idling at the site (e.g., warehouse or transfer facilities). The proposed project does not include such uses. Thus, due to the lack of such emissions, no long-term localized significance threshold analysis is needed. No operational LST impacts would result in this regard.

Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthy levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.). The SCAQMD requires a quantified assessment of CO hotspots when a project increases the volume-to-capacity ratio (also called the intersection capacity utilization) by 0.02 (two percent) for any intersection with an existing level of service LOS D or worse. Because traffic congestion is highest at intersections where vehicles queue and are subject to reduced speeds, these hot spots are typically produced at intersections.

The Basin is designated as an attainment/maintenance area for the Federal CO standards and an attainment area for State standards. There has been a decline in CO emissions even though vehicle miles traveled on U.S. urban and rural roads have increased. On-road mobile source CO emissions have declined 24 percent between 1989 and 1998, despite a 23 percent rise in motor vehicle miles traveled over the same 10 years. California trends have been consistent with national trends; CO emissions declined 20 percent in California from 1985 through 1997 while vehicle miles traveled increased 18 percent in the 1990s. CO emissions have continued to decline since this time. The Basin was re-designated as attainment for CO in 2007 and is no longer addressed in the SCAQMD’s AQMP. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.



A detailed CO analysis was conducted in the *Federal Attainment Plan for Carbon Monoxide (CO Plan)* for the SCAQMD's *2003 Air Quality Management Plan*. The *2003 Air Quality Management Plan* is the most recent AQMP that addresses CO concentrations. The locations selected for microscale modeling in the *CO Plan* are worst-case intersections in the Basin and would likely experience the highest CO concentrations. Thus, CO analysis within the *CO Plan* is utilized in a comparison to the proposed project, since it represents a worst-case scenario with heavy traffic volumes within the Basin.

Of these locations, the Wilshire Boulevard/Veteran Avenue intersection in Los Angeles experienced the highest CO concentration (4.6 parts per million [ppm]), which is well below the 35-ppm 1-hr CO Federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection, it can be reasonably inferred that CO hotspots would not be experienced at any intersections within the City of Manhattan Beach near the project site due to the lower volume of traffic experienced in the City. Additionally, the proposed project would reduce vehicle idling time at the Artesia Boulevard/Aviation Boulevard intersection, would not generate any new traffic trips, and average daily trips would be the same with and without project implementation. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

e) **Create objectionable odors affecting a substantial number of people?**

Less Than Significant Impact. According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified by the SCAQMD as being associated with odors.

Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust and asphalt off-gassing. These construction-related odors would be short-term in nature and would cease upon project completion. Thus, any odor impacts to existing adjacent land uses would be short-term and are less than significant.

Mitigation Measures: No mitigation is required.



4.4 BIOLOGICAL RESOURCES

| <i>Would the project:</i> | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | 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? | | | | ✓ |
| 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 U.S. Fish and Wildlife Service? | | | | ✓ |
| 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? | | | | ✓ |
| 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? | | | | ✓ |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | | | | ✓ |
| 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? | | | | ✓ |

- 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?**

No Impact. The project area surrounding the intersection of Aviation Boulevard and Artesia Boulevard is urbanized and developed. Vegetation in the project area is limited to landscaping in the parking lots of surrounding commercial and residential uses and along the Artesia Boulevard median; refer to [Exhibit 2-2, Site Vicinity](#). The project site encompasses areas within the existing right-of-way and a portion of Assessor's Parcel Number (APN) 4163-008-044, located on the northwest corner of the Aviation Boulevard and Artesia Boulevard intersection. The site is entirely developed and there is no suitable habitat for special status wildlife and/or plant species to occur.

APN 4163-008-044 is a privately-owned parcel currently developed with a Chase Bank and associated parking lot. The proposed project would require the partial permanent acquisition of a small portion of this parcel; the area that would need to be acquired is limited to a portion of existing ornamental landscaping located along the property frontage on Artesia Boulevard and Aviation Boulevard; refer to [Exhibit 2-3](#). Acquisition and development of this portion of the property would have no impact on any special status wildlife and/or plant species as the existing vegetation is limited



to shrubs and is surrounded by the Chase Bank and parking lot, sidewalks, and the roadway intersection. Project construction and operations would not modify sensitive habitat or adversely impact special status plants and/or wildlife species, and no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

- 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 U.S. Fish and Wildlife Service?**

No Impact. As noted above in Response 4.4(a), the project site does not provide suitable habitat for sensitive plant and/or wildlife species known to occur within the general area. Vegetation within the project site consists of developed areas and non-native ornamental shrubs. There are no riparian areas or wetlands within the project area due to the developed and urbanized nature of the project area. As such, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

- 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?**

No Impact. Refer to Response 4.4(b).

Mitigation Measures: No mitigation is required.

- 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?**

No Impact. Urbanization of the site vicinity has confined the limits of migratory corridors and linkage to natural areas. The project area is a heavily trafficked roadway intersection with limited non-native ornamental landscaping, which does not provide habitat suitable as a wildlife corridor. Further, no trees are present on-site. As a result, the proposed project would not disrupt or have any adverse effects to the wildlife movement. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

- e) **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

No Impact. The City has an adopted tree preservation ordinance under the *City of Manhattan Beach Municipal Code* Section 10.52.120. However, the ordinance is applicable only to residentially zoned properties within Area Districts I and II, and thus, the proposed project is not subject to this ordinance. The proposed improvements would require removal of portions of existing ornamental landscaping along Aviation Boulevard, within the western portion of the project site, for construction of street improvements. However, no trees are present, and the project would install replacement ornamental landscaping and irrigation, similar to existing conditions. As such, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.



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?**

No Impact. According to the California Department of Fish and Wildlife's *California Regional Conservation Plans Map*, the project is not located within the boundaries of any Habitat Conservation Plan or Natural Community Conservation Plan.¹ Therefore, the proposed project would not conflict with any conservation plans and no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

¹ California Department of Fish and Wildlife, *California Regional Conservation Plans Map*, October 2017, <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>, accessed September 10, 2018.



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4.5 CULTURAL RESOURCES

| <i>Would the project:</i> | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5? | | | | ✓ |
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5? | | ✓ | | |
| c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | | ✓ | | |
| d. Disturb any human remains, including those interred outside of formal cemeteries? | | | ✓ | |

Information presented in this analysis is based upon the *Cultural and Paleontological Resources Assessment for the Aviation Boulevard at Artesia Boulevard Southbound to Westbound Right Turn Improvement Project* (Cultural and Paleontological Resources Assessment), prepared by Cogstone, dated October 2018; refer to Appendix B, Cultural Resources Assessment.

a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?

No Impact. The Cultural and Paleontological Resources Assessment included a field survey and records search at the South Central Coast Information Center (SCCIC) of the California Historic Resources Inventory System (CHRIS) located at California State University, Fullerton. The results of the record search indicate that 10 previous studies have been completed within a half-mile radius of the project area; however, no previous studies found any historic resources occurring within project limits. In addition, the field survey performed as part of the Cultural and Paleontological Resources Assessment did not find evidence of historic resources that could be affected as part of the project. No impacts are anticipated in this regard.

Mitigation Measures: No mitigation is required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?

Less Than Significant Impact With Mitigation Incorporated. As noted above, the Cultural and Paleontological Resources Assessment included a search for archaeological and historical records through the SCCIC. The record search included the project boundaries and a half-mile radius around the project boundaries. Sources consulted include the National Register of Historical Places (NRHP), California Register of Historic Resources (CRHR), California Historical Resources Inventory (CHRI), California Historical Landmarks (CHL), and California Points of Historical Interest (CPHI).

The project area is completely developed/urbanized and has been previously affected by grading and ground disturbance. According to the Cultural and Paleontological Resources Assessment, there are no archaeological sites in the project vicinity. However, portions of the project propose excavations in native soils (at a maximum depth of 25 feet). Thus, there is a potential to encounter unknown resources due to the planned depth of excavation. In the unlikely



event archaeological resources are found during construction, Mitigation Measure CUL-1 has been incorporated. Measure CUL-1 would require that in the event of an unanticipated discovery during project construction, construction activity shall cease and a qualified archaeologist shall be consulted for evaluation of the find, as described below. With implementation of this mitigation measure, potential impacts to archaeological resources would be less than significant.

Mitigation Measures:

CUL-1 If evidence of subsurface cultural resources is found during construction, excavation and other construction activity within 50 feet of the find shall cease and the construction contractor shall contact the City Engineer. With direction from the City Engineer, an archaeologist certified by the County of Los Angeles shall evaluate the find. If the discovery is believed to be an important Native American deposit, a Native American representative shall be contacted to allow for their concerns to be addressed. If warranted, the archaeologist shall develop a plan of mitigation which may include, but shall not be limited, to, salvage excavation, laboratory analysis and processing, research, curation of the find in a local museum or repository, and preparation of a report summarizing the find.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact With Mitigation Incorporated. The surface of the project is mapped as late to middle Pleistocene older wind-blown (eolian) sand dunes between 11,700 and 500,000 years old. Based on the Cultural and Paleontological Resources Assessment, brown silty sands consistent with dune sands extended to approximately 13 feet below the surface. Although not mapped, modern artificial fill is present in shallow soils, as the project site is entirely disturbed. A search for paleontological records was completed at the Natural History Museum of Los Angeles County and revealed no previously known fossils (localities) within one mile of the project area. 23 localities are known within a five-mile radius of the project site. None of the records list the depositional environments that the fossils were recovered from; however, wind-blown dunes typically do not preserve fossils. No fossils of scientific value are known to be present in artificial fill deposits. Project excavation depths are anticipated to be a maximum of 25 feet deep for drainage improvements and less than five feet deep for the rest of the project. Due to the disturbed nature of the project site and the geology of the area, it is not anticipated that paleontological resources would be impacted as a result of construction. However, in the unlikely event that paleontological resources are encountered during ground-disturbing activities, Mitigation Measure CUL-2 has been incorporated. Measure CUL-2 would require that construction activity cease and a paleontologist be consulted for evaluation of paleontological resources, should such resources be discovered during project construction. With implementation of this mitigation measure, impacts would be less than significant.

Mitigation Measures:

CUL-2 If evidence of subsurface paleontological resources is found during construction, excavation, and other construction activity, such activities shall cease within 50 feet of the find and the construction contractor shall contact the City Engineer. With direction from the City Engineer, a paleontologist certified by the County of Los Angeles shall evaluate the find. If warranted, the paleontologist shall prepare and complete a standard Paleontological Resources Mitigation Program for the salvage and curation of identified resources.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. No conditions exist that suggest human remains are likely to be found on the project site. Due to the level of past disturbance on-site, it is not anticipated that human remains, including those interred outside of formal cemeteries, would be encountered during earth removal or disturbance activities. If human remains are found, those remains would require proper treatment, in accordance with applicable laws. State of California Public Resources Health and Safety Code Section 7050.5-7055 describe the general provisions for human remains.



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Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission and consultation with the individual identified by the Native American Heritage Commission to be the “most likely descendant.” If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlay adjacent remains until the County coroner has been called out, and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with existing State regulations, which detail the appropriate actions necessary in the event human remains are encountered, impacts in this regard would be considered less than significant.

Mitigation Measures: No mitigation is required.



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4.6 GEOLOGY AND SOILS

| <i>Would the project:</i> | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-----------|
| a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| 1) 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. | | | | ✓ |
| 2) Strong seismic ground shaking? | | | ✓ | |
| 3) Seismic-related ground failure, including liquefaction? | | | | ✓ |
| 4) Landslides? | | | | ✓ |
| b. Result in substantial soil erosion or the loss of topsoil? | | | ✓ | |
| 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? | | | ✓ | |
| d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | | | | ✓ |
| e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | | | | ✓ |

- a) **Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- 1) ***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.***

No Impact. Southern California, including the project area, is subject to the effects of seismic activity due to the active faults that traverse the area. Active faults are defined as those that have experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a State-designated Alquist-Priolo (AP) Earthquake Fault Zone.

Based on the *Geotechnical Engineering Services, Aviation Boulevard at Artesia Boulevard Southbound to Westbound Right Turn Lane Improvement Project, Manhattan Beach, Los Angeles County, California* (Geotechnical Report), dated June 2017 (refer to Appendix C, *Geotechnical Investigation*), the Compton and Palos Verdes Fault Zones are located approximately 4 miles south of the project site. Other active faults within the project area include the Redondo Canyon alt 1 Fault Zone, located at approximately 4.3 miles to the southwest of the project site, and the North Los Angeles Basin Section of Newport Inglewood Fault Zone, located approximately 6 miles to the northeast of the project site. However, according to the Geotechnical Report, the project site is not located in an AP Earthquake Fault Zone. As such, the potential for a fault rupture through the site is considered low. Thus, no impact is anticipated in this regard.



Mitigation Measures: No mitigation is required.

2) Strong seismic ground shaking?

Less Than Significant Impact. Southern California has numerous active seismic faults subjecting residents to potential earthquake and seismic-related hazards. Seismic activity poses two types of potential hazards for residents and structures, categorized either as primary or secondary hazards. Primary hazards include ground rupture, ground shaking, ground displacement, subsidence, and uplift from earth movement. Primary hazards can also induce secondary hazards such as ground failure (lurch cracking, lateral spreading, and slope failure), liquefaction, water waves (seiches), movement on nearby faults (sympathetic fault movement), dam failure, and fires. Although no known active faults exist within the project area and there is a very low probability of exposure to primary seismic hazards, secondary hazards pose a threat to the community as a result of the project's proximity to active regional faults.

Based on the Community Safety Element of the Manhattan Beach General Plan, the City and its sphere of influence are affected by both local and regional active faults. As shown in Table CS-2, *Magnitude and Intensity of Maximum Credible Earthquake for Faults Potentially Impacting Manhattan Beach*, in the Manhattan Beach General Plan, the major faults likely to generate earthquakes of a magnitude of 7 or higher are the Palos Verdes and Southern San Andreas faults.

The proposed project would involve roadway improvements at the Aviation Boulevard and Artesia Boulevard intersection. The proposed project would not affect subsurface geology or the probability of a seismic event, nor would it include the development of any structures. The project would result in the construction of a new right-turn pocket and would not expose people or structures to substantial adverse effects relate to ground shaking. Roadway design and pavement construction would comply with the California Building Code (CBC) and existing City standards including Title 9, Chapter 9.01 of the Manhattan Beach Municipal Code (Building Code). Thus, impacts would be less than significant.

Mitigation Measures: No mitigation is required.

3) Seismic-related ground failure, including liquefaction?

No Impact. Liquefaction of cohesionless soils can be caused by strong vibratory motion due to earthquakes. Liquefaction is characterized by a loss of shear strength in the affected soil layers, thereby causing the soils to behave as a viscous liquid. Susceptibility to liquefaction is based on geologic and geotechnical data. River channels and floodplains are considered most susceptible to liquefaction, while alluvial fans have a lower susceptibility. Depth to groundwater is another important element in the susceptibility to liquefaction. Groundwater shallower than 30 feet results in high to very high susceptibility to liquefaction, while deeper water results in low and very low susceptibility.

Based on the Geotechnical Report, the project site is not located within an area that is subject to the potential for liquefaction. No impacts are anticipated in this regard.

Mitigation Measures: No mitigation is required.

4) Landslides?

No Impact. Landslides are a geologic hazard, with some moving slowly and causing damage gradually, and others moving rapidly and causing unexpected damage. Gravity is the force driving landslide movement. Factors that commonly allow the force of gravity to overcome the resistance of earth material to landslide movement include saturation by water, steepening of slopes by erosion or construction, alternate freezing or thawing, and seismic shaking.



Based on the Geotechnical Report, the project site is not subject to potential for ground displacement and landslide. Thus, no impacts are anticipated in this regard.

Mitigation Measures: No mitigation is required.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Refer to Response 4.9(a) for a detailed response regarding the potential for water quality impacts (including soil erosion and the loss of topsoil) during the short-term construction process and long-term operations. The project would not result in significant impacts upon adherence to Municipal Code Chapter 5.84, *Storm Water and Urban Runoff Pollution Control*, during construction. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

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 an on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact. Based on analysis provided in Response 4.6(a)(3) and 4.6(a)(4), the project would not result in significant impacts related to on-site or off-site landslides. Given that the proposed project would not result in a change in land use, introduce new structures, or require substantial soil disturbance at the site, impacts related to unstable soil would be less than significant.

Mitigation Measures: No mitigation is required.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

No Impact. Based on the Geotechnical Report, the project site is located in a region with late Pleistocene marine terrace deposits, generally consisting of silty sand with local gravels that are found throughout the Palos Verdes Peninsula. The near-surface soils on-site are considered non-expansive. Thus, no impact would occur in this regard.

Mitigation Measures: No mitigation is required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. No septic tanks or alternative wastewater systems would be constructed as part of the project, and no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.



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4.7 GREENHOUSE GASES

| <i>Would the project:</i> | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-----------|
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | | | ✓ | |
| b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | | | ✓ | |

- a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Less Than Significant Impact.

Global Climate Change

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 429 million tons of carbon dioxide (CO₂) per year.¹ Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit (°F) over the next century. Methane is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission.

The impact of anthropogenic activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO₂, methane (CH₄), and nitrous oxide (N₂O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO₂ concentrations ranged from 180 parts per million (ppm) to 300 ppm. For the period from approximately 1750 to the present, global CO₂ concentrations increased from a pre-industrialization period concentration of 280 ppm to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range.

Regulations and Significance Criteria

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent (CO_{2eq})² concentration is required to keep global mean warming below 2 degrees Celsius (°C), which in turn is assumed to be necessary to avoid dangerous climate change.

Executive Order S-3-05 was issued in June 2005, which established the following GHG emission reduction targets:

- 2010: Reduce GHG emissions to 2000 levels;
- 2020: Reduce GHG emissions to 1990 levels; and
- 2050: Reduce GHG emissions to 80 percent below 1990 levels.

¹ California Environmental Protection Agency, *California Greenhouse Gas Emission Inventory - 2018 Edition*, <https://www.arb.ca.gov/cc/inventory/data/data.htm>, accessed October 1, 2018.

² Carbon Dioxide Equivalent (CO_{2eq}) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.



Assembly Bill (AB) 32 requires that the California Air Resources Board (CARB) determine what the statewide GHG emissions level was in 1990 and approve a statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. CARB has approved a 2020 emissions limit of 427 million metric tons (MMT) of CO₂eq.

Executive Order B-30-15, which was issued in April 2015, requires statewide GHG emissions to be reduced 40 percent below 1990 levels by 2030. Senate Bill 32 (SB 32), signed into law in September 2016, codifies the 2030 GHG reduction target in Executive Order B-30-15. The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

Due to the nature of global climate change, it is not anticipated that any single development project would have a substantial effect on global climate change. In actuality, GHG emissions from the proposed project would combine with emissions emitted across California, the United States, and the world to cumulatively contribute to global climate change.

In June 2008, the California Governor's Office of Planning and Research (OPR) published a Technical Advisory, which provides informal guidance for public agencies as they address the issue of climate change in CEQA documents.³ This is assessed by determining whether a proposed project is consistent with or obstructs the 39 Recommended Actions identified by CARB in its Climate Change Scoping Plan which includes nine Early Action Measures (qualitative approach). The Attorney General's Mitigation Measures identify areas where GHG emissions reductions can be achieved in order to achieve the goals of AB 32. As set forth in the OPR Technical Advisory and in the proposed amendments to the CEQA Guidelines Section 15064.4, this analysis examines whether the project's GHG emissions are significant based on a qualitative and performance based standard (CEQA Guidelines Section 15064.4(a)(1) and (2)).

SCAQMD Thresholds

The SCAQMD has formed a GHG CEQA Significance Threshold Working Group (Working Group) to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. As of the last Working Group meeting (Meeting No. 15) held in September 2010, the SCAQMD is proposing to adopt a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency.⁴

With the tiered approach, the project is compared with the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. For all non-industrial projects, the SCAQMD is proposing a screening threshold of 3,000 metric tons of CO₂ equivalent (MTCO₂eq) per year. SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact.

Tier 4 consists of three decision tree options. Under the Tier 4 first option, the project would be excluded if design features and/or mitigation measures resulted in emissions 30 percent lower than business as usual emissions. Under the Tier 4 second option the project would be excluded if it had early compliance with AB 32 through early implementation of CARB's Scoping Plan measures. Under the Tier 4 third option, the project would be excluded if it was below an efficiency-based threshold of 4.8 MTCO₂eq per service population (SP) per year.⁵ Tier 5 would exclude

³ Governor's Office of Planning and Research, *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review*, 2008.

⁴ The most recent SCAQMD GHG CEQA Significance Threshold Working Group meeting was held on September 2010.

⁵ The project-level efficiency-based threshold of 4.8 MTCO₂eq per SP per year is relative to the 2020 target date. The SCAQMD has also proposed efficiency-based thresholds relative to the 2035 target date to be consistent with the GHG reduction target date of SB 375. GHG reductions by the SB 375 target date of 2035 would be approximately 40 percent. Applying this 40 percent reduction to the 2020 targets results in an efficiency threshold for plans of 4.1 MTCO₂eq per SP per year and an efficiency threshold at the project level of 3.0 MTCO₂eq/year.



projects that implement off-site mitigation (GHG reduction projects) or purchase offsets to reduce GHG emission impacts to less than the proposed screening level.

GHG efficiency metrics are utilized as thresholds to assess the GHG efficiency of a project on a per capita basis or on a “service population” basis (the sum of the number of jobs and the number of residents provided by a project) such that the project would allow for consistency with the goals of AB 32 (i.e., 1990 GHG emissions levels by 2020 and 2035). GHG efficiency thresholds can be determined by dividing the GHG emissions inventory goal of the State, by the estimated 2035 population and employment. This method allows highly efficient projects with higher mass emissions to meet the overall reduction goals of AB 32, and is appropriate, because the threshold can be applied evenly to all project types (residential or commercial/retail only and mixed use).

For the proposed project, the 3,000 MTCO₂eq per year non-industrial screening threshold is used as the significance threshold, in addition to the qualitative thresholds of significance set forth below from Section VII of Appendix G to the CEQA Guidelines.

Project-Related Sources of Greenhouse Gases

Project-related GHG emissions would include emissions from construction activities. Construction of the project would result in direct emissions of CO₂, N₂O, and CH₄ from the operation of construction equipment. Transport of materials and construction workers to and from the project site would also result in GHG emissions. Construction activities would be short-term in duration and would cease upon project completion. Construction-generated GHG emissions were calculated using the California Emissions Estimator Model (CalEEMod), which estimates a total of 118 MTCO₂eq generated during construction of the proposed project; refer to [Appendix A, *Air Quality/Greenhouse Gas Data*](#), for detailed model input/output data.

In terms of operational GHG emissions, the proposed project involves roadway improvements and does not propose a trip-generating land use. The proposed project would not include the provision of new permanent stationary or mobile sources of emissions, and therefore, by its very nature, would not generate quantifiable GHG emissions from project operations. The project does not propose any buildings and therefore no permanent source or stationary source emissions. In addition, intersection improvements do not directly generate vehicle trips, a predominant source of GHG emissions. Vehicle trips are generated by land use changes that may be indirectly influenced by transportation improvements. The proposed project would not result in increases in the rate of vehicle trips. Rather, the proposed traffic facility improvements provide improved circulation through an area with existing and anticipated future traffic congestion.

Furthermore, once the proposed traffic facility improvements are implemented, there would be no resultant increase in automobile trips to the area because the improved facilities would not require daily visits. Therefore, neither construction nor operation of the project would generate GHG emissions in excess of the SCAQMD screening threshold of 3,000 MTCO₂eq per year and impacts. The project would relieve congestion and improve roadway operations and would not directly generate new trips or GHG emissions. GHG impacts would be less than significant.

Mitigation Measures: No mitigation is required.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. In April 2010, the City of Manhattan Beach released its *Climate Action Plan* (CAP). The CAP lists the steps the City has taken towards reducing its impact on the climate by implementing various energy efficiency measures, such as replacing several existing traffic signals with LED lighting, replacing existing vehicles with low-emission vehicles where feasible, adopting a Sustainable Building Ordinance and a Green Purchasing Plan, and conducting a Level III energy audit to identify how best to make the City’s buildings and facilities more energy efficient.



To help the City reach or exceed these goals, the City has taken measures to improve its operations and reduce GHG emissions.

The project consists of roadway improvements to the Aviation Boulevard/Artesia Boulevard intersection; refer to Exhibit 2-3, Conceptual Site Plan. These improvements would address queuing deficiencies, improve roadway operations, and implement improvements consistent with the Manhattan Beach General Plan Transportation Element. The project would help reduce GHG emissions due to a decrease in vehicle idling time, and therefore would not conflict with any emissions reduction targets in the CAP. Project construction would result in approximately 118 MTCO₂eq and project operations would not generate additional GHG emissions. Thus, the project would be consistent with the goals of the CAP and would not conflict with the City's goal to reduce GHG emissions.

CARB Scoping Plan

In December 2017, CARB approved the *California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target* (Scoping Plan). This update focuses on implementation of a 40 percent reduction in GHGs by 2030 compared to 1990 levels. To achieve this the updated Scoping Plan draws on a decade of successful programs that addresses the major sources of climate changing gases in every sector of the economy:

- More Clean Cars and Trucks: The plan sets out far-reaching programs to incentivize the sale of millions of zero-emission vehicles, drive the deployment of zero-emission trucks, and shift to a cleaner system of handling freight statewide.
- Increased Renewable Energy: California's electric utilities are ahead of schedule meeting the requirement that 33 percent of electricity come from renewable sources by 2020. The Scoping Plan guides utilities to 50 percent renewables, as required under SB 350.
- Slashing Super-Pollutants: The plan calls for a significant cut in super-pollutants such as methane and HFC refrigerants, which are responsible for as much as 40 percent of global warming.
- Cleaner Industry and Electricity: California's renewed cap-and-trade program extends the declining cap on emissions from utilities and industries and the carbon allowance auctions. The auctions would continue to fund investments in clean energy and efficiency, particularly in disadvantaged communities.
- Cleaner Fuels: The Low Carbon Fuel Standard drives further development of cleaner, renewable transportation fuels to replace fossil fuels.
- Smart Community Planning: Local communities would continue developing plans which would further link transportation and housing policies to create sustainable communities.
- Improved Agriculture and Forests: The Scoping Plan also outlines innovative programs to account for and reduce emissions from agriculture, as well as forests and other natural lands.

Achieving the 2030 target under the updated Scoping Plan continues to spur the transformation of the California economy and fix its course securely on achieving an 80 percent reduction in GHG emissions by 2050, consistent with the global consensus of the scale of reductions needed to stabilize atmospheric GHG concentrations at 450 ppm carbon dioxide equivalent and reduce the likelihood of catastrophic climate change.

The project includes roadway improvements to the Aviation Boulevard/Artesia intersection. These improvements would address queuing deficiencies and improve roadway operations. As such, the project would not conflict with the broader goals listed in the Scoping Plan. The project would only have short-term GHG emissions from construction



and would not create operational GHG emissions. Thus, the project would not conflict with the objectives listed in the Scoping Plan. A less than significant impact would occur in this regard.

Southern California Association of Governments (SCAG)

Southern California Association of Governments' (SCAG). SCAG's *2016–2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS), adopted April 7, 2016, is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. The RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 and establishes an overall GHG target for the region consistent with both the statewide GHG-reduction targets for 2020 and the post-2020 statewide GHG reduction goals.

The RTP/SCS contains over 4,000 transportation projects, including highway improvements, railroad grade separations, bicycle lanes, new transit hubs, and replacement bridges. These future investments were included in county plans developed by the six-county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding. In addition, the RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve state GHG emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support the vital goods movement industry, and use resources more efficiently.

A review of the *2017 Federal Transportation Improvement Program* (FTIP) identifies the project as # LA0G1043 in the RTP/SCS. FTIP programs are transportation facility efficiency projects planned for in the RTP/SCS with a specific geographic location, a completion year, and an associated project cost. Because efficiency-related projects to the project are included in the RTP/SCS, the proposed project is consistent with the RTP/SCS. Therefore, it can be assumed that regional mobile emissions would decrease in line with the goals of the RTP/SCS. Implementing SCAG's RTP/SCS would greatly reduce the regional GHG emissions from transportation, helping to achieve statewide emission reduction targets. Thus, a less than significant impact would occur in this regard.

Conclusion

As discussed above, the proposed project would not conflict with an adopted plan, policy, or regulation pertaining to GHGs. Also, the proposed project would result in minimal construction emissions and would not generate operational GHG emissions, and would decrease idling time at the intersection, which would reduce GHG emissions experienced at the project site. Thus, a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.



**AVIATION BOULEVARD AT ARTESIA BOULEVARD
SOUTHBOUND TO WESTBOUND RIGHT TURN IMPROVEMENT PROJECT**
Initial Study/Mitigated Negative Declaration

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4.8 HAZARDS AND HAZARDOUS MATERIALS

| <i>Would the project:</i> | Potentially Significant Impact | Less Than Significant Impact 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? | | | ✓ | |
| 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? | | ✓ | | |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | | | | ✓ |
| 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? | | ✓ | | |
| 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 for people residing or working in the project area? | | | | ✓ |
| f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | | | | ✓ |
| g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | | ✓ | | |
| h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | | | | ✓ |

The information presented in this analysis is based upon the *Phase I Environmental Site Assessment* (Phase I ESA) prepared by Michael Baker International (Michael Baker), dated September 2017; refer to [Appendix D, Phase I Environmental Site Assessment](#).

- a) **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

Less Than Significant Impact. As a roadway facility, long-term operation of the proposed roadway would not involve the transport, use, or disposal of hazardous materials. However, it is reasonable to assume that vehicles transporting hazardous materials to other destinations would utilize the proposed roadway. Although the proposed project would widen the west side of Aviation Boulevard to the north of the intersection at Artesia Boulevard to accommodate a 12.5 foot right turn lane and associated pedestrian facilities, impacts in this regard would not increase compared to the existing condition. Adherence to existing Federal and State standards would include:



- *Code of Federal Regulations* Title 49, Part 177, *Carriage by Public Highway*, which sets standards for acceptable types of hazardous materials that can be transported by vehicle, inspections, driver training, recordkeeping, and loading and unloading;
- *California Health and Safety Code* Division 20, Chapter 6.5, which sets strict permitting requirements for hazardous waste haulers and establishes contingency measures in the event of upset; and
- Municipal Code Chapter 5.76, *Liability for Costs of Response to Hazardous Wastes or Substance Spills, Releases and Other Incidents*, which establishes liability for reimbursement of the City's expenses incurred in connection with corrective action necessitated by violations of the hazardous waste and substance control laws.

Thus, no new impacts would result, compared to the existing condition.

Mitigation Measures: No mitigation is required.

- 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?**

Less Than Significant Impact With Mitigation Incorporated.

Short-Term (Construction) Impacts

During the short-term period of project construction, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law.

The following analysis considers potential disturbance of existing hazardous materials on-site during construction.

Former On-Site Gasoline Service Station

Past on-site uses associated with the project's right-of-way acquisition include a former Exxon Mobil gasoline service station located at 1727 Artesia Boulevard (currently Chase Bank). This property consisted of a gasoline service station from the 1970's to the 2000's.

According to the Phase I ESA, this site has reported releases of gasoline to soil and groundwater. The first release occurred in 1988, when first-generation underground storage tanks (USTs) were removed from the northwestern portion of the property and replaced with a second-generation of USTs in the northeastern portion of the property. During this time, the structures were reconfigured. Results of compliance sampling indicated a release of hydrocarbons to on-site soils and groundwater beneath the western portion of the property. Remediation activities took place and were completed in 1996. Groundwater monitoring was performed from 1987 to 1988, with results indicating a declining trend of hydrocarbon concentration since completion of remediation activities. The Regional Water Quality Control Board (RWQCB) granted the initial site closure on September 4, 1998. Upon subsequent purchase for redevelopment of the site, a second release of petroleum hydrocarbons to soil was reported. This case was closed by the RWQCB on July 10, 2007, and by the 2000s, the gasoline service station was redeveloped into a commercial building. According to the Phase I ESA, this case was closed with a deed restriction identifying residual contaminants present.



Based on the information presented in the Phase I ESA, it is likely that soil and groundwater contamination from petroleum hydrocarbons remain on-site as a result of operation of the former on-site gasoline service station at 1727 Artesia Boulevard. Construction workers could be exposed to residual soil contamination during demolition and grading activities. To mitigate potential effects from residual soil contamination from the former gasoline service station, Mitigation Measure HAZ-1 would require that a Phase II/Site Characterization Specialist conduct soil sampling prior to issuance of a grading permit for the proposed project. If contamination is found at levels that exceed established regulatory requirements, the Phase II/Site Characterization Specialist would recommend appropriate soil management/remedial activities pursuant to established regulatory requirements. Further, the project would be required to comply with Mitigation Measures HAZ-2 and HAZ-3, which would ensure worker safety during construction and implementation of a Soil Management Plan (SMP) for proposed import/export of soils during site grading activities. Upon compliance with Mitigation Measures HAZ-1 through HAZ-3, impacts associated with the former on-site gasoline service station would be reduced to less than significant levels.

Contaminated Groundwater

Based on the Phase I ESA, there is the potential for contaminated groundwater to underlie the project site as a result of past adjoining uses. Adjoining uses of concern include past gasoline service stations and dry cleaners at 1650 Artesia Boulevard (Former Shell Service Gasoline Service Station), 1751 Artesia Boulevard (Former Chevron Gasoline Service Station and Arlo's Plaza Cleaners), and 1700 Artesia Boulevard (Former Exxon Service Station). However, contaminated groundwater is not anticipated to be encountered during project construction, as excavation activities would be limited to the top 25 feet below ground surface (bgs), and groundwater is expected to be greater than 70 feet bgs. Thus, implementation of the proposed project would not be anticipated to result in accidental conditions involving contaminated groundwater.

Aerially Deposited Lead

Aerially deposited lead (ADL) refers to lead deposited on highway shoulders from past leaded fuel vehicle emissions. According to Caltrans, although leaded fuel has been prohibited in California since the 1980's, ADL may still be present in soils adjacent to highways in use prior to that time.¹

Based on the Phase I ESA, the potential for lead contamination to exist within soils along on-site roadways due to ADL is unlikely, and impacts are not anticipated in this regard.

Lead-Based Paints

Lead based paints (LBPs) were commonly used in traffic striping materials before the discontinued use of lead chromate pigment in traffic striping/marketing materials and hot-melt thermoplastic stripe materials (discontinued in 1996 and 2004, respectively). Michael Baker observed traffic striping along Artesia Boulevard and Aviation Boulevard during the July 12, 2017 site visit. Thus, LBPs may be present within traffic striping. Implementation of the proposed project would involve grinding of traffic striping materials. The project would be required to comply with Mitigation Measure HAZ-2, which would ensure proper handling procedures of LBPs. With implementation of Mitigation Measure HAZ-2, impacts in this regard would be reduced to less than significant levels.

Long-Term (Operational) Impacts

Refer to Response 4.8(a), above, for a description of impacts related to existing and proposed operations at the site. Operation of the proposed project would include transportation uses similar to the existing condition and would not introduce any new land uses that would require the use of hazardous materials. Operations of the proposed project

¹ California Department of Transportation, *Aerially Deposited Lead*, http://www.dot.ca.gov/hq/env/haz/hw_adl.htm, accessed October 18, 2018.



would not increase impacts regarding accidental conditions, compared to the existing condition. No impacts are anticipated in this regard.

Mitigation Measures:

HAZ-1 Prior to issuance of a grading permit, the City Engineer shall retain a qualified Phase II/Site Characterization Specialist to determine whether contaminated soils are present within the project site. If contamination is present above regulatory thresholds, the Phase II/Site Characterization Specialist shall recommend soil management and/or remedial activities to ensure worker safety and proper handling.

HAZ-2 If unknown wastes or suspect materials are discovered during construction by the construction contractor which he/she believes may involve hazardous wastes/materials, the construction contractor shall:

- Immediately stop work in the vicinity of the suspected contaminant, removing workers and the public from the area;
- Notify the City Engineer;
- Secure the areas as directed by the City;
- Notify the implementing agency's Hazardous Wastes/Materials Coordinator; and
- Perform remedial activities as required under existing regulatory agency standards.

HAZ-3 Prior to issuance of a grading permit, a qualified environmental professional with Phase II/Site Characterization experience shall prepare a Soil Management Plan (SMP) for proposed import/export of soils during site grading activities. The SMP shall be made available to the contractor and the City Engineer for use during grading activities. The SMP shall include verification sampling of all soils proposed for import export prior to hauling. Should elevated levels of hazardous materials be identified, the SMP shall include a decision framework and specific risk management measures for managing soil in a manner protective of human health and consistent with applicable regulatory requirements prior to and during hauling.

c) **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

No Impact. The closest school is Mira Costa High School, located approximately 0.3-mile west of the project site at 1401 Artesia Boulevard. No impact would occur in this regard.

Mitigation Measures: No mitigation is required.

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?**

Less Than Significant Impact With Mitigation Incorporated. Government Code Section 65962.5 requires the Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB) to compile and update a regulatory sites listing (per the criteria of the Section). The California Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Section 116395 of the *Health and Safety Code*. Section 65962.5 requires the local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the *California Code of Regulations*, to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste.



Based on the Phase I ESA, the project site is listed pursuant to Government Code Section 65962.5. However, as discussed in Response 4.8(b), impacts regarding potential for accidental conditions would be reduced to less than significant levels with implementation of Mitigation Measures HAZ-1 through HAZ-3.

Mitigation Measures: Refer to Mitigation Measures HAZ-1 through HAZ-3.

- 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 for people residing or working in the project area?**

No Impact. The project site is located approximately 4.0 miles south of the Los Angeles International Airport and approximately 4.7 miles northwest of the Torrance Airport. The project site is not located within the boundaries of any Airport Safety Zones and does not involve a use that would result in a safety hazard for people residing or working in that area. No impact would occur in this regard.

Mitigation Measures: No mitigation is required.

- f) **For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

No Impact. No private airstrips exist in the project vicinity. Thus, no impacts would occur.

Mitigation Measures: No mitigation is required.

- g) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Less Than Significant Impact With Mitigation Incorporated. The City of Manhattan Beach *Emergency Operations Plan* addresses the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies in both war and peacetime.² The proposed project would not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed project would result in beneficial impacts related to emergency response/evacuation, since it would improve circulation in the project area by widening the west side of Aviation Boulevard to the north of the intersection at Artesia Boulevard to accommodate a 12.5 foot right turn lane.

The project has the potential to result in potential traffic delays during the short-term construction process. Although roadways in the project area would remain open to traffic at all times, partial lane closures would be required in order to construct the intersection improvements. However, lane closures would ensure one direction of travel in each direction plus the turn lane is maintained at all times. During periods when partial lane closures are required, the City would be required to implement a traffic management plan (Mitigation Measure TRA-1). The traffic management plan would provide congestion relief during short-term construction activities and ensure safe travel. Thus, with implementation of Mitigation Measure TRA-1, impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measure TRA-1 in Section 4.16, *Transportation/Traffic*.

² City of Manhattan Beach, *Manhattan Beach Emergency Operations Plan*, February 2, 2009.



- h) **Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

No Impact. According to the General Plan Community Safety Element, urban fires represent the sole fire threat to Manhattan Beach. The proposed project site is located within an urbanized area that is void of any wildland areas. No impact would occur in this regard.

Mitigation Measures: No mitigation is required.



4.9 HYDROLOGY AND WATER QUALITY

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

a) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. As part of Section 402 of the Clean Water Act, the Environmental Protection Agency (EPA) has established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control direct storm water discharges. In California, the State Water Regional Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The project site is within the jurisdiction of the Los Angeles RWQCB.



Short-Term (Construction) Impacts

The proposed project may result in water quality impacts during the short-term construction process due to the handling, storage, and disposal and construction materials, maintenance and operation of construction equipment, and earthmoving activities. These potential pollutants could damage downstream water bodies. The total area of disturbance during construction is anticipated to be approximately 0.97 acre; thus, the project would not be required to obtain coverage under the SWRCB's *General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ* (General Construction Permit). Construction activities would be required to comply with the water quality best management practices set forth in Municipal Code Chapter 5.84, *Storm Water and Urban Runoff Pollution Control*. This chapter includes conditions and requirements established by the City related to the control of urban pollutants to stormwater runoff. Compliance with Municipal Code Chapter 5.84 would reduce the project's short-term impacts to water quality to less than significant.

Long-Term (Operational) Impacts

This project involves less than one acre of surface disturbance and therefore is not required to comply with the requirements set forth by the NPDES permitting program. However, the project would be subject to the Los Angeles RWQCB Los Angeles County Municipal Separate Storm Sewer System (MS4) Permit (Order No. R4-2012-0175-A01, NPDES Permit No. CAS004001). The MS4 Permit requires municipalities to condition development approvals with incorporation of specified storm water controls.

The proposed project includes roadway improvements and would not introduce a new land use that would result in a substantial change in water quality conditions at the site. The project does not include any structures or new uses that would generate water quality pollutants or cause a violation of water quality standards or waste discharge requirements. Although the project may result in an increase in impervious area, any such increase would be nominal. Further, the project's proposed storm drain improvements would alleviate existing ponding that occurs at the northwest corner of Artesia Boulevard and Aviation Boulevard during storm events. Pursuant to MS4 Permit requirements, a low impact development report would be prepared to identify permanent post-construction best management practices (BMPs) which would be incorporated into the new curb and gutter storm drain inlet and constructed as part of the project. Following implementation of post-construction BMPs, long-term impacts to water quality would be less than significant.

Mitigation Measures: No mitigation is required.

- b) **Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

Less Than Significant Impact. The project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. As discussed in the project's Geotechnical Investigation, groundwater was not encountered during subsurface investigations to the maximum depth explored (16.5 feet below ground surface (bgs)); refer to [Appendix C, Geotechnical Investigation](#). Improvements at the Aviation Boulevard and Artesia Boulevard intersection would result in a minor increase in impervious area in comparison to existing conditions. While this would result in decreased groundwater percolation at the project site, the project area is currently urbanized and developed and implementation of the proposed improvements would not result in a noticeable deficit in aquifer volume or a lowering of the groundwater table. The project does not involve the direct withdrawal of groundwater for municipal use and would not substantially interfere with recharge capabilities. Thus, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.



- c) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?**

Less Than Significant Impact.

Short-Term (Construction) Impacts

Soil disturbance would temporarily occur during project construction due to earth-moving activities such as excavation and trenching for foundations and utilities, soil compaction and moving, and grading. Disturbed soils would be susceptible to high rates of erosion from wind and rain, resulting in sediment transport via stormwater runoff from the project site. The project would be subject to compliance with the requirements set forth in Municipal Code Chapter 5.84, *Storm Water and Urban Runoff Pollution Control*. This chapter includes conditions and requirements established by the City related to the control of urban pollutants to stormwater runoff. Compliance with Municipal Code Chapter 5.84 would ensure project construction does not result in substantial erosion or siltation on- or off-site.

Long-Term (Operational) Impacts

The proposed project would involve roadway improvements at the Aviation Boulevard and Artesia Boulevard intersection, resulting in an alteration of drainage patterns at the project site. As part of this effort, the project proposes storm drain improvements to alleviate existing ponding that occurs on-site during storm events. The improvements would include a new curb and gutter storm drain inlet located along southbound Aviation Boulevard. A new lateral pipe would be installed to connect the new inlet with the existing storm drain facility. Although these improvements allow the project site to drain properly into the City's storm drain system, these areas are impervious, and this feature would not increase erosion or siltation. As a result, runoff from the project would be adequately conveyed to the existing storm drain facility within the project vicinity. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

- d) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**

Less Than Significant Impact. As stated in Response 4.9(c), the project's proposed storm drain improvements would ensure that runoff from the project would be adequately conveyed to existing storm drain facilities, alleviating existing conditions related to ponding water during rain events. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

- e) **Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

Less Than Significant Impact. Refer to Responses 4.9(a), 4.9(c), and 4.9(d), above. Adequate capacity would be available to provide drainage for the project. Given the developed nature of the project site and since the majority of the project site is impervious (i.e., roadway facilities), the project would not result in a substantial increase in the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.



f) **Otherwise substantially degrade water quality?**

Less Than Significant Impact. The proposed project would result in roadway improvements and would not introduce a new land use that would result in water quality impacts beyond what is discussed in Response 4.9(a). Compliance with the Municipal Code would ensure impacts are less than significant.

Mitigation Measures: No mitigation is required.

g) **Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

No Impact. According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel 060138, Map No. 06037C1770F, the project site is located outside of the 100-year flood hazard area.¹ In addition, no housing would be constructed as part of the proposed project. No impact would result in this regard.

Mitigation Measures: No mitigation is required.

h) **Place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

No Impact. As stated above in Response 4.9(g), the project site is not located within a 100-year flood hazard area. No impact would result in this regard.

Mitigation Measures: No mitigation is required.

i) **Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**

No Impact. The proposed project site is not located within proximity to a dam, and no portion of the project site is located within a levee or dam inundation area. Therefore, project implementation would not increase the exposure of people or structures to a significant risk involving flooding as a result of the failure of a levee or dam. No impact would occur in this regard.

Mitigation Measures: No mitigation is required.

j) **Inundation by seiche, tsunami, or mudflow?**

No Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a sea floor associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity.

No enclosed bodies of water exist in proximity to the project site. Thus, no impacts in regard to seiche would result.

The project site is located approximately 1.5 miles inland from the Pacific Ocean. According to Figure 4-3, *Potential Tsunami Inundation & Evacuation Zone*, of the *City of Manhattan Beach Local Hazards Mitigation Plan*, the project site is not located within a potential tsunami inundation area.² No impact would occur in this regard.

¹ Federal Emergency Management Agency, *Flood Insurance Rate Map #06037C1770F*, Map Revised September 26, 2008, https://p4.msc.fema.gov/arcgis/rest/directories/arcgisjobs/nfhl_print/nfhlprinttool2_gpserver/j04ddd963a4514eda8e6448409c3f4357/scratch/FIRMETTE_6a97e380-c017-11e8-888c-001b21bbe86d.pdf, accessed September 24, 2018.

² City of Manhattan Beach, *City of Manhattan Beach Local Hazards Mitigation Plan*, Figure 4-3, Potential Tsunami Inundation & Evacuation Zone, January 2017.



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Potential risk from mudflow (i.e., mudslide, debris flow) does not exist within the project area, as steep slopes are not located on or in proximity to the project site. No impact would occur in this regard.

Mitigation Measures: No mitigation is required.



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4.10 LAND USE AND PLANNING

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

a) Physically divide an established community?

No Impact. The project site is located at the intersection of Aviation Boulevard and Artesia Boulevard, which are existing linear infrastructure facilities. The proposed project would not have the potential to create a barrier between developed uses adjacent to Aviation Boulevard and Artesia Boulevard, since it would only result in the addition of a new right turn lane.

The proposed project would require the partial acquisition of permanent right-of-way from one privately owned parcel (Assessor's Parcel Number [APN] 4163-008-044) northwest of the roadway intersection. The portion APN 4163-008-044 proposed for permanent partial right-of-way acquisition currently consists of minimal ornamental landscaping in the Chase Bank parking lot; no habitable structures would be acquired. Therefore, the project would not have the potential to divide an established community and no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact.

City of Manhattan Beach General Plan

The *City of Manhattan Beach Mobility Plan* (Mobility Plan) designates the entire alignments of Aviation Boulevard and Artesia Boulevard within the City's jurisdiction as major arterials. Mobility Plan Table 10, *Vehicle Circulation Improvement Projects*, identifies the project intersection and proposed improvement of a southbound right turn lane to be included in the City's Capital Improvements Program.¹ As the proposed project would, among other improvements, widen the southbound approach of Aviation Boulevard to accommodate a 12.5-foot right turn lane, the project would be consistent with the Mobility Plan. Additionally, the project would construct an 8-foot wide pedestrian sidewalk along the west side of Aviation Boulevard; construct a new Americans with Disabilities Act (ADA) pedestrian curb ramp on the northwest corner of the intersection and a new pedestrian push button; re-stripe the north leg of Aviation Boulevard; and provide new crosswalk striping at the west and north legs of the intersection. Therefore, the proposed project

¹ City of Manhattan Beach, *Manhattan Beach Mobility Plan, Table 10, Vehicle Circulation Improvement Projects, page 80*, June 4, 2014, <https://www.citymb.info/home/showdocument?id=15405>, accessed September 13, 2018.



would result in a beneficial impact regarding consistency with the Mobility Plan. Further, the project would not result in the implementation of any new land uses, nor would it require a change in land use designations or zoning for any existing uses. Thus, the project would not conflict with the *City of Manhattan Beach General Plan* and impacts would be less than significant in this regard.

City of Redondo Beach General Plan

Although the project site is entirely within the City of Manhattan Beach, it should be noted that the site also abuts the City of Redondo Beach's jurisdictional boundary, which begins south of the Artesia Boulevard median. The *City of Redondo Beach General Plan* (Redondo Beach General Plan) also designates Aviation Boulevard and Artesia Boulevard as major arterials. Redondo Beach General Plan Circulation Element Figure 4, *Redondo Beach Study Intersections AM and PM Levels of Service (Year 2007)*, identifies a LOS F at the intersection of Aviation Boulevard and Artesia Boulevard during morning and evening peak hour conditions under existing conditions (2007) and at buildout of the Redondo Beach General Plan in 2030. The Redondo Beach General Plan Circulation Element includes the following potential mitigation for the project intersection²:

- Aviation Boulevard and Artesia Boulevard: Reconfigure both the southbound and eastbound approaches from one left turn lane, one through lane, and one shared through/right lane to one left turn lane, two through lanes, and one right turn lane.

As stated above, the proposed project would improve the southbound approach from one left turn lane, one through lane, and one shared through/right lane to one left turn lane, two through lanes, and one right turn lane. Therefore, the project would be consistent with the Redondo Beach General Plan Circulation Element.

Overall, the project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project and impacts would be less than significant.

Mitigation Measures: No mitigation is required.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. As stated in Response 4.4(f), the proposed project is not located within the boundaries of an identified conservation area, Habitat Conservation Plan, or Natural Community Conservation Plan. As such, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

² City of Redondo Beach, *Redondo Beach Circulation Element*, page 18 and 28, <https://www.redondo.org/civicax/filebank/blobload.aspx?BlobID=24771>, accessed September 13, 2018.



4.11 MINERAL RESOURCES

| <i>Would the project:</i> | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | 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? | | | | ✓ |
| 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? | | | | ✓ |

- 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?**

No Impact. The proposed project would involve roadway improvements along Aviation Boulevard and Artesia Boulevard by adding a southbound to westbound right turn lane. Based on the California Geological Survey/U.S. Geological Survey, *2012-2013 Minerals Yearbook California*, dated 2012-2013, the project site may be underlain by Sulfur (oil). However, no mineral recovery activities currently occur in the project area, and the project improvements would not prevent future mineral recovery activities on-site. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

- 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?**

No Impact. The project site is not delineated as a locally-important mineral resource recovery sites on a local general plan, specific plan, or other land use plan.

Mitigation Measures: No mitigation is required.



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4.12 NOISE

| <i>Would the project:</i> | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | | ✓ | | |
| b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | | ✓ | | |
| c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | | | ✓ | |
| d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | | | ✓ | |
| 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 expose people residing or working in the project area to excessive noise levels? | | | | ✓ |
| f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | | | | ✓ |

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air, and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear deemphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately 3 dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between 3 dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (L_{eq}), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level (L_{dn}). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient



noise conditions. Typical L_{dn} noise levels for light and medium density residential areas, such as those existing in the project vicinity, range from 55 dBA to 65 dBA.

Two of the primary factors that reduce levels of environmental sounds are increasing the distance between the sound source to the receiver and having intervening obstacles such as walls, buildings, or terrain features between the sound source and the receiver. Factors that act to increase the loudness of environmental sounds include moving the sound source closer to the receiver, sound enhancements caused by reflections, and focusing caused by various meteorological conditions.

REGULATORY FRAMEWORK

State of California

The State Office of Planning and Research Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The Noise Element Guidelines contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the Community Noise Equivalent Level (CNEL).

City of Manhattan Beach

General Plan

The *City of Manhattan Beach General Plan Noise Element* (Manhattan Beach Noise Element) outlines the goals and policies for noise control within the City. The Manhattan Beach Noise Element evaluates the existing noise environment, future noise environment projections, as well as identifies noise-sensitive land uses and major noise sources in the City. The Manhattan Beach Noise Element provides goals, policies, and programs designed to minimize noise problems and to protect public health. The Manhattan Beach Noise Element includes the following goals and policies:

- Goal N-1:** Provide for measures to reduce noise impacts from transportation noise sources.
 - Policy N 1.1:** Use proven methods of reducing the transmission of traffic noise onto adjacent noise-sensitive land uses (e.g., residences, schools, medical facilities).
 - Policy N1.2:** Ensure the inclusion of noise mitigation measures in the design of new roadway projects in Manhattan Beach.
 - Policy N1.3:** Reduce transportation noise through proper design and coordination of vehicle routing.
 - Policy N1.4:** Ensure the effective enforcement of City, State, and Federal noise levels by all appropriate City divisions.
 - Policy N1.5:** Work with appropriate agencies to mitigate impacts from existing and proposed aviation operations.
 - Policy N1.6:** Work with surrounding jurisdictions and other agencies to mitigate noise impacts.
- Goal N-2:** Incorporate noise considerations into land use planning decisions.
 - Policy N 2.1:** Establish acceptable limits of noise for various land uses throughout the community.



Policy N 2.2: Ensure acceptable noise levels near residences, schools, medical facilities, and other noise-sensitive areas.

Policy N 2.3: Establish standards for all types of noise not already governed by local ordinances or preempted by State or Federal law.

Policy N 2.4: Encourage acoustical design in new construction

Policy N 2.5: Require that the potential for noise be considered when approving new development to reduce the possibility of adverse effects related to noise generated by new development, as well as impacts from surrounding noise generators on the new development.

Policy N 2.6: Work with businesses in surrounding jurisdictions to manage noise impacts on City residents and businesses.

Goal N-3: Minimize the impact of non-transportation noise sources.

Policy N 3.1: Monitor and update the Noise Ordinance to mitigate noise conflicts.

Policy N 3.2: Enforce the Noise Ordinance.

Policy N 3.3: Minimize impacts associated with single-event noise activities.

Policy N 3.4: Recognize in the Noise Ordinance that nighttime noise levels create a greater sensitivity than do daytime noise levels.

Policy N 3.5: Encourage jurisdictions, including cities, and other agencies to require compliance with the City of Manhattan Beach Noise Ordinance where activities affect Manhattan Beach residents and businesses.

Policy N 3.6: Monitor and minimize noise impacts associated with construction activities on residential neighborhoods.

Construction Noise

The City limits construction activities to between the hours of 7:30 a.m. and 6:00 p.m. on Monday through Friday and between 9:00 a.m. and 6:00 p.m. on Saturday. Construction activities are prohibited on Sundays and on six specified public holidays. The City also enforces the “reasonable person” standard, meaning that noise is considered a nuisance if it causes discomfort or annoyance to any reasonable person of normal sensitivity, or if it exceeds the noise standards set forth in the *City of Manhattan Beach Municipal Code* (Manhattan Beach Municipal Code).

The Manhattan Beach Noise Element identifies the acceptability of noise exposure levels for different land uses. [Table 4.12-1, *Land Use Noise Compatibility*](#), shows the land use compatibility standards for exterior and interior noise.

Municipal Code

Based on the Federal and State guidelines, the City provides noise guidelines and standards for significant noise disturbances in Manhattan Beach Municipal Code Chapter 5.48, *Noise Regulation*, and Chapter 9.44, *Construction*



**Table 4.12-1
Land Use Noise Compatibility**

| Land Use Categories | Community Noise Exposure (CNEL) | | | |
|---|---------------------------------|--------------------------|-----------------------|----------------------|
| | Normally Acceptable | Conditionally Acceptable | Normally Unacceptable | Clearly Unacceptable |
| Low Density, Single-Family, Duplex, Mobile Homes | 50 - 60 | 55 - 70 | 70-75 | 75-85 |
| Multiple family | 50 - 65 | 60 - 70 | 70 - 75 | 70 - 85 |
| Hotel, Motel, Transient Lodging | 50 - 65 | 60 - 70 | 70 - 80 | 80 - 85 |
| Schools, Libraries, Hospitals, Nursing Homes, Churches | 50 - 70 | 60 - 70 | 70 - 80 | 80 - 85 |
| Amphitheaters, Concert halls, Auditoriums | N/A | 50 - 70 | N/A | 65 - 85 |
| Sports Arenas, Outdoor Spectator Sports | N/A | 50 - 70 | N/A | 70 - 85 |
| Playgrounds, Neighborhood Parks | 50 - 70 | N/A | 67.5 - 75 | 72.5 - 85 |
| Golf Courses, Riding Stables, Water Recreation, Cemeteries | 50 - 70 | N/A | 70 - 80 | 80 - 85 |
| Office Buildings, Business Commercial and Professional | 50 - 70 | 67.5 – 77.5 | 75 - 85 | N/A |
| Industrial, Manufacturing, Utilities, Agriculture | 50 - 75 | 70 - 80 | 75 - 85 | N/A |
| N/A = Not Applicable | | | | |
| Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. | | | | |
| Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice. | | | | |
| Normally Unacceptable – New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. | | | | |
| Clearly Unacceptable – New construction or development should generally not be undertaken. | | | | |
| Source: City of Manhattan Beach, <i>Manhattan Beach General Plan Noise Element</i> , 2003 and Office of Planning and Research, California, <i>General Plan Guidelines</i> , October 2003. | | | | |

Rules. This Chapter is intended to assess noise disturbances and prohibit loud, annoying, and unnecessary noises for the purpose of securing and promoting the public health, comfort, convenience, safety, welfare, prosperity and peace and quiet of the City and its residents.

Manhattan Beach Municipal Code Section 5.48.140 – Noise disturbances.

A. *Notwithstanding any other provisions of this chapter and in addition thereto, it shall be unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness. The standard which may be considered in determining whether a violation of the provisions of this section exists may include, but not be limited to, the following:*

1. *The level of the noise;*
2. *Whether the nature of the noise is usual or unusual;*
3. *Whether the origin of the noise is natural or unnatural;*
4. *The level and intensity of the background noise if any;*
5. *The proximity of the noise to residential sleeping facilities;*
6. *The nature and zoning of the area within which the noise emanates;*
7. *The density of the inhabitation of the area within which the noise emanates;*



8. *The time of the day and night the noise occurs;*
9. *The duration of the noise;*

10. *Whether the noise is recurrent, intermittent or constant;*

11. *Whether the noise is produced by a commercial or noncommercial entity;*

12. *Whether the noise occurs on a weekday, weekend, or holiday.*

B. *The City may issue a citation against the person, persons, or entity responsible for the noise including, but not limited to, the property owner or business operator on whose premises the noise originates.*

Manhattan Beach Municipal Code Section 5.48.250 - Construction Activity. *Construction activity as defined in Section 9.4.010 is exempt from the provisions of this chapter except as provided in Chapter 9.44.*

Manhattan Beach Municipal Code Section 9.44.030, Construction hours and prohibited days:

- A. *Construction activity shall occur only between 7:30 a.m. and 6:00 p.m. on weekdays, and between 9:00 a.m. to 6:00 p.m. on Saturdays*

- B. *There shall be no construction activity on Sundays or on City-recognized holidays, including the following:*
 - *New Year's Day.*
 - *Martin Luther King Jr's Day*
 - *Presidents' Day.*
 - *Memorial Day.*
 - *Independence Day.*
 - *Labor Day.*
 - *Columbus Day.*
 - *Veterans Day.*
 - *Thanksgiving Day.*
 - *Friday after Thanksgiving.*
 - *Christmas Day.*

- C. *The presence of workers or delivery trucks at the site of construction, even if no actual work or unloading is being done, constitutes construction activity for purposes of this section.*

- D. *The presence of equipment, tools or supplies, vehicles being started, idled or unloaded and loud talking at the site of construction activity constitutes construction activity for purposes of this section.*

- E. *In connection with any project that requires a discretionary permit, the Planning Commission or City Council may impose more restrictive hours of construction.*

- F. *The City Council or Director may modify construction hours as follows:*
 - *Director authorization. Upon request, the Director may modify the hours for interior construction activity on commercial property under limited circumstances. The Director shall consider the noise disturbance criteria listed in Section 5.48.140 in determining whether to modify the hours. The Director may impose conditions to mitigate or eliminate any potential adverse impacts arising from the activities and shall provide prior notice to persons and businesses in the vicinity, at the owner's*



expense. The Director shall notify the Council of the decision at the next City Council meeting. The Director may forward a request to the City Council for its consideration.

- *Council authorization. Upon request, the City Council may modify the hours for construction activity under limited circumstances. The Council shall consider the noise disturbance criteria listed in Section 5.48.140 in determining whether to modify the hours. The Council may impose conditions to mitigate or eliminate any potential adverse impacts arising from the activities and shall provide prior notice to persons and businesses in the vicinity, at the owner's expense.*

G. Exceptions

- *An owner-builder who resides on the property while that property is under construction may perform construction activity between the hours of 9:00 a.m. and 6:00 p.m. on Sundays and City-recognized holidays; provided, however, that no subcontractors perform any work on Sundays or City-recognized holidays.*
- *In the case of an emergency, the Building Official may authorize construction activity at times other than the hours specified in subsection A and on Sundays and City recognized holidays. For the purpose of this subsection 2, an emergency is defined as substantial property damage or a threat to the public health or safety. Such authority shall lapse once the site and structure(s) are safe. The Building Official may require the permittee to notify affected residents.*

City of Redondo Beach

Redondo Beach General Plan

The *City of Redondo Beach General Plan Noise Element* (Redondo Beach Noise Element) establishes acceptable noise levels for various land uses, with emphasis on requirements for residential areas and other sensitive noise receptors, such as hospitals and schools. The Redondo Beach Noise Element provides guidelines for determining project impacts and CNEL guidelines for noise/land use compatibility. The Redondo Beach Noise Element contains the following goals and policies that are applicable to the proposed project:

Goal 10A: Ensure that residents, employees, and visitors in the City of Redondo Beach are protected from the adverse human health and environmental impacts of excessive noise levels created by stationary and overall (ambient) noise sources and conditions, and take all necessary and appropriate action to avoid or mitigate the detrimental effects of such excessive noise level exposure impacts on the community.

Objective 10.1 Adopt and enforce appropriate local noise ordinances, regulations, and guidelines, in order to effectively control both overall (ambient) and stationary noise conditions and impacts that may occur in the community.

Policy 10.1.1 Adopt and enforce a revised version of the City of Redondo Beach Noise Regulation (Chapter 24, Title 4 of the City of Redondo Beach Municipal Code) that effectively responds to and regulates (to the extent feasible) the range of overall (ambient) and stationary noise conditions that are expected to occur in the City.

Policy 10.1.2 Ensure that any and all local noise ordinances, regulations, and guidelines are appropriate for their intended purpose, are consistent with existing technical standards, are legally adequate, and are enforced according to their terms.



Objective 10.4 Minimize the adverse impacts of traffic-generated noise on residential and other “noise sensitive” uses.

Policy 10.4.1 Require that all new non-residential development design and configure on-site ingress and egress points to divert traffic (and its resultant noise) away from "noise sensitive" land uses to the greatest degree practicable, and consistent with applicable safety and planning considerations.

Policy 10.4.4 Provide for and encourage the development of alternate transportation modes such as bicycle paths and pedestrian walkways to minimize the number of noise generating automobile trips.

Objective 10.7 Minimize the impacts of construction noise on adjacent uses.

Policy 10.7.1 Ensure that the prohibitions relative to legal hours of operation for construction activities contained within the existing City of Redondo Noise Ordinance and/or any future/revised Noise Ordinance be adhered to and enforced.

Policy 10.7.2 Require that construction activities adjacent to residential land uses and dwelling units be regulated, as necessary, to prevent the generation of adverse and/or excessive noise impacts.

Policy 10.7.3 Require that construction activities employ feasible and practical techniques and practices which minimize the generation of adverse and/or excessive noise impacts on adjacent land uses.

Redondo Beach Municipal Code

Chapter 24 of Title 4, *Noise Regulation*, of the City of Redondo Beach Municipal Code (Redondo Beach Municipal Code), provides the local government ordinance relative to community noise level exposure, guidelines, and regulations. The ordinance provides local noise limits by setting out a series of permissible exterior sound levels by land use categories. These limits differ between daytime hours (7:00 a.m. to 10:00 p.m.) and nighttime hours (10:00 p.m. and 7:00 a.m.), with the nighttime being more restrictive.

The Redondo Beach Municipal Code states that “no person may operate, or cause to be operated, any source of sound at any location within the City or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person which causes the noise level when measured on any other property to exceed.” Redondo Beach Municipal Code Section 4-23.301 describes maximum permissible noise levels by land use categories.

The permissible sound levels are shown in Table 4.12-2, City of Redondo Beach Permissible Sound Levels. Where the land use borders another land use category, the lower land use category limit is increased by 5 dB. However, where actual ambient noise levels exceed the presumed ambient noise levels in the Redondo Beach Municipal Code, the allowable noise exposure standard shall be increased in 5 dB increments to reflect the measured ambient noise level. For these regulations, the City uses the L_{eq} metric defined in Section 4.2 of the Redondo Beach Noise Element. These regulations are not applicable to motor vehicles operating on public rights-of-way (Redondo Beach Municipal Code Section 4-24.630) and are not applicable to construction noise levels, which are regulated exclusively by hour of operation limitations contained in Redondo Beach Municipal Code Section 4-24.503.



Table 4.12-2
City of Redondo Beach Permissible Sound Levels

| Land Use Type | Time Period | Permissible Ambient Level (dBA) |
|----------------------------|----------------------|---------------------------------|
| Low-Density Residential | 7:00 a.m.–10:00 p.m. | 50 |
| | 10:00 p.m.–7:00 a.m. | 45 |
| Medium-Density Residential | 7:00 a.m.–10:00 p.m. | 55 |
| | 10:00 p.m.–7:00 a.m. | 50 |
| High-Density Residential | 7:00 a.m.–10:00 p.m. | 60 |
| | 10:00 p.m.–7:00 a.m. | 55 |
| Commercial | 7:00 a.m.–10:00 p.m. | 65 |
| | 10:00 p.m.–7:00 a.m. | 60 |
| Industrial | 7:00 a.m.–10:00 p.m. | 65 |
| | 10:00 p.m.–7:00 a.m. | 60 |

Source: City of Redondo Beach, Municipal Code, Section 4-23.301

In addition, Redondo Beach Municipal Code Section 4-24.503 limits construction activity to between the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday, and between the hours of 9:00 a.m. and 5:00 p.m. on Saturday. No construction activity is permitted to occur on Sundays or holidays (New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day).

EXISTING STATIONARY SOURCES

The project area is highly urbanized, consisting of a mix commercial, residential, educational, and institutional uses. The primary sources of stationary noise in the project vicinity are urban-related activities (i.e., vehicles, mechanical equipment, parking areas, and pedestrians). The noise associated with these sources may represent a single-event noise occurrence, or short-term or long-term/continuous noise.

EXISTING MOBILE SOURCES

The majority of the existing noise in the project area is generated from traffic along surrounding roadways including Aviation Boulevard, Artesia Boulevard, Mathews Avenue, and Aviation Way. According to the Noise Element, the project site lies within the 70 dBA CNEL traffic noise contour.

SENSITIVE RECEPTORS

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses. The nearest sensitive receptors to the project site include residential uses as close as five feet to the north in the City of Manhattan Beach, and residential uses 100 feet to the south across Artesia Boulevard in the City of Redondo Beach.



a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact With Mitigation Incorporated. It is difficult to specify noise levels that are generally acceptable to everyone; what is annoying to one person may be unnoticed by another. Standards may be based on documented complaints in response to documented noise levels or based on studies of the ability of people to sleep, talk, or work under various noise conditions. However, all such studies recognize that individual responses vary considerably. Standards usually address the needs of the majority of the general population.

Construction activities generally are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Construction of the proposed project would span less than six months. Construction activities would include demolition or clearing, grading/trenching, and paving. Ground-borne noise and other types of construction-related noise impacts typically occur during the initial demolition. This phase of construction has the potential to create the highest levels of noise; however, it is generally the shortest of all construction phases. Typical noise levels generated by different types of construction equipment are shown in Table 4.12-3, Maximum Noise Levels Generated by Construction Equipment. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Table 4.12-3
Maximum Noise Levels Generated by Construction Equipment

| Type of Equipment | Acoustical Use Factor ¹ | L _{omax} at 5 Feet (dBA) | L _{omax} at 50 Feet (dBA) | L _{omax} at 100 Feet (dBA) |
|---|------------------------------------|-----------------------------------|------------------------------------|-------------------------------------|
| Concrete Saw | 20 | 110 | 90 | 84.0 |
| Concrete Mixer Truck | 40 | 99 | 79 | 73.0 |
| Backhoe | 40 | 98 | 78 | 72.0 |
| Dozer | 40 | 102 | 82 | 76.0 |
| Excavator | 40 | 101 | 81 | 75.0 |
| Forklift | 40 | 98 | 78 | 72.0 |
| Paver | 50 | 97 | 77 | 71.0 |
| Roller | 20 | 100 | 80 | 74.0 |
| Tractor | 40 | 104 | 84 | 78.0 |
| Water Truck | 40 | 100 | 80 | 74.0 |
| Grader | 40 | 105 | 85 | 79.0 |
| General Industrial Equipment | 50 | 105 | 85 | 79.0 |
| Note: | | | | |
| 1. Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation. | | | | |
| Source: Federal Highway Administration, <i>Roadway Construction Noise Model (FHWA-HEP-05-054)</i> , January 2006. | | | | |

Sensitive receptors surrounding the project site include residential uses as close as five feet to the north in Manhattan Beach, and residential uses approximately 100 feet to the south across Artesia Boulevard in Redondo Beach. These receptors may be exposed to elevated noise levels during project construction. As shown in Table 4.12-3, the residential uses located five feet to the north could be exposed to noise levels up to 110 dBA, and the residential uses located 100 feet to the south in Redondo beach could be exposed to noise levels up to 84 dBA during project construction activities. The Manhattan Beach Municipal Code and Redondo Beach Municipal Code do not establish quantitative construction noise standards. Instead, the Manhattan Beach Municipal Code and Redondo Beach Municipal Code have established allowable hours of construction. Per Manhattan Beach Municipal Code Section 9.44.030, the City of Manhattan Beach restricts construction activities to the hours between 7:30 a.m. and 6:00 p.m.



on weekdays, 9:00 a.m. and 5:00 p.m. on Saturdays, and at no time on Sundays and City-recognized holidays. Per Redondo Beach Municipal Code Section 4-24.503, the City of Redondo Beach limits construction activity to between the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday, and between the hours of 9:00 a.m. and 5:00 p.m. on Saturday with no construction activity permitted to occur on Sundays or holidays. Consistent with the City of Manhattan Beach and Redondo Beach's allowable construction hours, the majority of project construction would occur between Monday through Friday 7:30 a.m. to 4:30 p.m., with lane closures allowed between 8:30 a.m. and 3:30 p.m. It should also be noted that due to the high traffic volumes and traffic noise in the project vicinity (70 dBA CNEL contour zone), construction noise at the nearest sensitive receptors would be largely masked by traffic noise. Further, implementation of Mitigation Measure N-1 would require the use of best management practices to reduce construction-related noise at the nearest sensitive receptors,

It is noted that construction of the proposed storm drain improvements (shown on Exhibit 2-3, Conceptual Site Plan) may be conducted outside the allowable construction hours (between 8:00 p.m. and 5:00 a.m.) for up to five working days during project construction. In order to reduce potential noise impacts during sensitive nighttime/early morning hours, the project would be required to comply Mitigation Measure N-2, which requires the authorization of the City Council to modify the hours of construction activity in compliance with Manhattan Beach Municipal Code Section 99.44.030(f). Per Mitigation Measure N-2 and stipulated in Manhattan Beach Municipal Code Section 99.44.030(f), the City Council may impose conditions to mitigate or eliminate any potential adverse noise impacts from nighttime construction activities and shall provide prior notice to persons and businesses in the vicinity of such activities. Implementation of Mitigation Measure N-2 would require proper noticing and reduce potential noise impacts from nighttime construction activities at nearby receptors. Thus, impacts in this regard would be less than significant with mitigation incorporated.

Refer to Response 4.12(c) for a discussion of the proposed project's less than significant long-term operational noise impacts.

Mitigation Measures:

N-1 Prior to initiation of construction, the City Engineer shall ensure that the following measures are incorporated into construction contract documents:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other State required noise attenuation devices.
- A construction notice shall be mailed to residents within a 500' radius of the project and shall indicate the dates and duration of construction activities, as well as provide a City of Manhattan Beach staff contact name and a telephone number where residents can inquire about the construction process and register complaints.
- Construction haul routes shall be designed to avoid noise sensitive uses to the maximum extent feasible (e.g., residences etc.).
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.
- Construction equipment staging areas shall be located away from adjacent sensitive receptors.

N-2 Prior to initiation of construction activities that are outside the allowable construction hours per the Manhattan Beach Municipal Code Section 9.44.030(a), the City Engineer shall request authorization from the City Council to modify the construction activity hours per Manhattan Beach Municipal Code Section 9.44.030(f).



b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact with Mitigation Incorporated. Project construction can generate varying degrees of ground-borne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Ground-borne vibrations from construction activities rarely reach levels that damage structures.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.20 inch/second) appears to be conservative. The types of construction vibration impact range from human annoyance to building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Typical vibration produced by construction equipment is illustrated in Table 4.12-4, Typical Vibration Levels for Construction Equipment.

**Table 4.12-4
Typical Vibration Levels for Construction Equipment**

| Equipment | Approximate peak particle velocity at 5 feet (inches/second) | Approximate peak particle velocity at 26 feet (inches/second) |
|---|--|---|
| Large bulldozer | 0.995 | 0.084 |
| Loaded trucks | 0.849 | 0.072 |
| Small bulldozer | 0.033 | 0.003 |
| Jackhammer | 0.391 | 0.033 |
| Vibratory compactor/roller | 2.347 | 0.198 |
| Notes: 1. Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Guidelines</i> , May 2006, Table 12-2. 2. Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$ where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance PPV (ref) = the reference vibration level in in/sec from Table 12-2 of the FTA <i>Transit Noise and Vibration Impact Assessment Guidelines</i> D = the distance from the equipment to the receiver | | |
| Source: Refer to <u>Appendix E, Noise Data</u> , for calculations and assumptions. | | |

The closest structure to project construction activities is a residence located approximately five feet to the north along Aviation Boulevard. As indicated in Table 4.12-4, based on the FTA data, vibration velocities from typical heavy construction equipment that would be used during project construction would range from 0.033 to 2.347 inch-per-second peak particle velocity (PPV) at five feet, which would exceed the 0.20 inch-per-second PPV significance threshold. At a distance of 26 feet, vibration velocities would range from 0.003 to 0.198 inch-per-second PPV, which would be below the 0.20 PPV significance threshold. Therefore, the project would be required to implement Mitigation Measure N-2 during project construction activities, which prohibits vibratory compactor/roller activities within 26 feet of any structure. Therefore, as show in Table 4.12-4, vibration impacts would not exceed the 0.20 inch-per-second PPV



significance threshold with incorporation of Mitigation Measure N-3. Thus, a less than significant impact with mitigation would occur in this regard.

Mitigation Measures:

N-3 Prior to initiation of construction, the City Engineer shall ensure that construction plans prohibit the use of vibratory roller equipment within 26 feet of any structure to minimize vibration impacts.

c) **A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

Less Than Significant Impact.

Long-Term Mobile Source Noise Impacts

An off-site traffic noise impact occurs when there is a discernible increase in traffic noise and the resulting noise level exceeds an established noise standard. In community noise considerations, changes in noise levels greater than 3 dBA are often identified as substantial, while changes less than 1 dBA would not be discernible to local residents. In the range of 1 to 3 dB, residents who are very sensitive to noise may perceive a slight change. In laboratory testing situations, humans are able to detect noise level changes of slightly less than 1 dBA. This is based on a direct immediate comparison of two sound levels. In a community noise situation, however, noise exposures are over a long period of time and changes in noise levels occur over years (rather than the immediate comparison made in a laboratory situation). Therefore, the level at which changes in community noise levels become discernible is likely to be some value greater than 1 dBA, and 3 dBA is the most commonly accepted discernible difference. A 5 dBA change is generally recognized as a clearly discernible difference. According to the 2013 California Department of Transportation (Caltrans) *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, doubling of traffic on a roadway would result in an increase of 3 dB (a barely perceptible increase).

The proposed project would not result in an increase of traffic. Intersection improvements do not directly generate vehicle trips; rather, vehicle trips are generated by land use changes that may be indirectly influenced by transportation improvements. The proposed project would not result in increases in the rate of vehicle trips. Rather, the proposed traffic facility improvements would provide improved circulation through the area to alleviate existing and forecast traffic congestion as part of the buildout of the General Plan. The proposed improvements would result in a nominal increase in traffic noise levels. Therefore, the project would not result in a significant off-site traffic noise impact and no mitigation measures are required.

Long-Term Stationary Noise Impacts

The proposed project consists of improvements to the Artesian Boulevard/Aviation Boulevard intersection. The project would not include any new stationary noise sources. Therefore, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

d) **Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above the levels existing without the project?**

Less Than Significant Impact. Refer to Response 4.12(a), above.

Mitigation Measures: No mitigation is required.



- 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 expose people residing or working in the project area to excessive noise levels?**

No Impact. The nearest airport to the project site is the Los Angeles International Airport, located approximately 4.0 miles to the north. The project site is not located within the boundaries of any Airport Safety Zones. Additionally, the project involves roadway improvements and does not include occupied structures. Therefore, implementation of the proposed project would not result in exposure of people residing or working in the project area to excessive or high noise impact levels. No impacts would occur.

Mitigation Measures: No mitigation is required.

- f) **For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

No Impact. There are no private airstrips located within the project area or in the vicinity. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.



**AVIATION BOULEVARD AT ARTESIA BOULEVARD
SOUTHBOUND TO WESTBOUND RIGHT TURN IMPROVEMENT PROJECT**
Initial Study/Mitigated Negative Declaration

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4.13 POPULATION AND HOUSING

| <i>Would the project:</i> | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| a. Induce substantial 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)? | | | | ✓ |
| b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | | | | ✓ |
| c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | | | | ✓ |

- a) **Induce substantial 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)?**

No Impact. The proposed project would not involve the construction of any homes, businesses, or other uses that would result in direct population growth. The project would involve traffic and circulation improvements at the intersection of Aviation Boulevard and Artesia Boulevard. While this would improve traffic efficiency and safety in the project area, it is not expected to directly or indirectly increase population growth. The proposed improvements would not increase the roadway capacity of the intersection. The project also would not represent the removal of a barrier to growth or extension of roads and infrastructure since roadway facilities exist throughout the project area. In addition, the proposed project would achieve consistency with the *City of Manhattan Beach Mobility Plan* (Mobility Plan). The Mobility Plan serves as City's the long-range transportation infrastructure guide to provide adequate circulation to support buildout of the General Plan. As such, no impacts in regard to population growth in the area would occur as a result of the project.

Mitigation Measures: No mitigation is required.

- b) **Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

No Impact. Development of the project would be within the existing right-of-way of Aviation Boulevard and Artesia Boulevard with the exception of a partial permanent right-of-way acquisition of Assessor's Parcel Number (APN) 4163-008-004 in the northwest corner of the intersection. The portion of APN 4163-008-004 required for partial permanent right-of-way acquisition currently consists of minor ornamental landscaping in the existing Chase Bank parking lot. As such, development of the project, including the required right-of-way acquisition, would not displace any housing or residents. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.



- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. Refer to Response 4.13(b).

Mitigation Measures: No mitigation is required.



4.14 PUBLIC SERVICES

| <i>Would the project:</i> | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| a. 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: | | | | |
| 1) Fire protection? | | | | ✓ |
| 2) Police protection? | | | | ✓ |
| 3) Schools? | | | | ✓ |
| 4) Parks? | | | | ✓ |
| 5) Other public facilities? | | | | ✓ |

a) **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:**

1) ***Fire protection?***

No Impact. The Manhattan Beach Fire Department provides fire protection services within the City. The nearest station to the project site is Station #2, located at 1400 Manhattan Beach Boulevard, approximately 1.0-mile northwest of the project site. As a roadway improvement, the proposed project would not substantially increase the need for fire protection services. No habitable structures are proposed. Moreover, since the project would provide roadway improvements by adding a southbound to westbound right turn lane on Aviation Boulevard at Artesia Boulevard within the project limits, the project would result in beneficial impacts related to emergency response through the intersection. As such, no impacts in this regard would occur.

Mitigation Measures: No mitigation is required.

2) ***Police protection?***

No Impact. The Manhattan Beach Police Department provides police protection within the City. The police station is located at 420 15th Street, which is located approximately 2.0 miles northwest of the project site. As a roadway improvement, the proposed project would not substantially increase the need for police protection services. No habitable structures are proposed. Moreover, since the project would provide roadway improvements by adding a southbound to westbound right turn lane on Aviation Boulevard at Artesia Boulevard within the project limits, the project would result in beneficial impacts related to emergency response through the intersection. Therefore, no significant impacts related to police protection or service is anticipated with implementation of the proposed project.

Mitigation Measures: No mitigation is required.



3) **Schools?**

No Impact. The proposed project would not directly result in any student generation, as no homes or other growth inducing uses are proposed. Implementation of the proposed project would not result in the need for the construction of additional school facilities, as the project would not result in an increase in population. Therefore, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

4) **Parks?**

No Impact. As a roadway improvement, the project would not generate the need for new or physically altered park facilities. No habitable structures are proposed as part of the project, nor would the project result in any growth inducement. Moreover, as discussed in Response 4.13(a), the project would not directly or indirectly induce population growth in the area. Thus, no impacts are anticipated in this regard.

Mitigation Measures: No mitigation is required.

5) **Other public facilities?**

No Impact. As shown above in Responses 4.14(a)(1) through 4.14(a)(4), the proposed project would not result in significant impacts on public services or facilities. No other public facilities are anticipated to be affected by the project. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.



4.15 RECREATION

| <i>Would the project:</i> | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | 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? | | | | ✓ |
| 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? | | | | ✓ |

- 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?**

No Impact. As stated in Response 4.14(a)(4), the proposed project would not result in an increase in demand on existing parks or other recreational facilities and would not result physical deterioration of these facilities. Therefore, no impacts would occur.

- 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?**

No Impact. As stated in Response 4.14(a)(4), the proposed project would not result in an increase in demand on parks or other recreational facilities and would not result in an adverse physical effect on the environment. No recreational facilities would be constructed as part of the project. As such, no impacts would occur.

Mitigation Measures: No mitigation is required.



**AVIATION BOULEVARD AT ARTESIA BOULEVARD
SOUTHBOUND TO WESTBOUND RIGHT TURN IMPROVEMENT PROJECT**
Initial Study/Mitigated Negative Declaration

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4.16 TRANSPORTATION/TRAFFIC

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

- a) **Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

Less Than Significant Impact.

Study Intersection Analysis Methodology

The “2000 Highway Capacity Manual” (HCM) reports the level of service (LOS) of intersections based on the average delay per vehicle. The A to F LOS scale is used to represent the overall operating conditions of the intersection as a whole. LOS A represents excellent operating conditions, and LOS F represents extremely congested operating conditions. The LOS scale is shown in Table 4.16-1, Intersection LOS Ranges.

For analysis of Level of Service (LOS) at signalized intersections, the Intersection Capacity Utilization (ICU) methodology is utilized, based on the policies of the City of Manhattan Beach. The concept of roadway level of service under the ICU methodology is calculated as the volume of vehicles that pass through the facility divided by the capacity of that facility. A facility is defined as being “at capacity” (v/c of 1.00 or greater) when extreme congestion occurs. This volume/capacity ratio value is based upon volumes by lane, signal phasing, and approach lane configuration.



Table 4.16-1
Intersection LOS Ranges

| LOS | Description | Signalized Intersection Delay (seconds per vehicle) |
|-----|---|---|
| A | Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation. | < 10 |
| B | Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form. | > 10 and < 20 |
| C | Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted. | > 20 and < 35 |
| D | Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues. | > 35 and < 55 |
| E | Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes. | > 55 and < 80 |
| F | Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow. | > 80 |

Existing Conditions

Aviation Boulevard is a major four lane north-south arterial (two lanes in each direction) and a designated truck and transit route. The roadway has a 64-foot curb to curb width, a 10-foot parkway and curb adjacent sidewalk, 15-foot and 11-foot through lanes headed south, an 11-foot left turn pocket, and 11-foot and 16-foot through lanes heading north. The roadway is separated by a striped median. Curb, gutter, and sidewalk are present on both the east and west sides of the roadway. Artesia Boulevard is a major four lane east-west arterial (two lanes in each direction) with raised median, which provides regional access to I-405. The intersection of Aviation Boulevard and Artesia Boulevard is a signal-controlled intersection. Both roadways are striped to allow pedestrian access at all four corners of the intersection with pedestrian curb ramps. Based on the Manhattan Beach General Plan Figure I-3, *Intersection Level of Service (LOS)*, Aviation Boulevard and Artesia Boulevard currently operate at a level of service (LOS) F in both the AM and PM peak hour. Accordingly, traffic demands on Aviation Boulevard and Artesia Boulevard exceed capacity, which is further impacted by the inadequate storage queues of turning movements (left and right) at the intersection.

Build Conditions

The project would widen the west side of Aviation Boulevard to the north of the intersection at Artesia Boulevard to accommodate a 12.5-foot right turn lane and an eight-foot wide pedestrian sidewalk. Additionally, the project would construct a new Americans with Disabilities Act (ADA) pedestrian curb ramp on the northwest corner of the intersection and a new pedestrian push button; re-stripe the north leg of Aviation Boulevard; and provide new crosswalk striping at the west and north legs of the intersection. These improvements would improve queuing deficiencies along southbound Aviation Boulevard, improve roadway operations at the Aviation Boulevard and Artesia Boulevard intersection, and implement improvements consistent with the Manhattan Beach General Plan Transportation Element, Redondo Beach General Plan Circulation Element, and *City of Manhattan Beach Mobility Plan (Mobility Plan)*. The project would not add vehicle trips, as the project would not change the existing land use or otherwise have a potential to result in trip generation. Implementation of the proposed project would relieve existing and future congestion (associated with building out of the Manhattan Beach General Plan) at the intersection and provide for enhanced traffic operations, as



compared to existing conditions. As such, the project would not worsen the LOS experienced at the intersection but would rather improve it. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

- b) **Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

No Impact. The *Los Angeles County Congestion Management Program (CMP)* is intended to reduce traffic congestion and provide a mechanism for coordinating land use and development decisions throughout Los Angeles County. The CMP states that if a project generating 50 or more trips during either the AM or PM weekday peak hours for intersections, or more than 150 trips on the freeway in either direction, a CMP traffic impact analysis is required.

The project site is not on an identified CMP facility. As a roadway improvement project, the project would not generate any new land uses or associated vehicle trips. Rather, the project would result in beneficial impacts in regards to traffic congestion at the intersection of Aviation Boulevard and Artesia Boulevard. Therefore, no CMP traffic impact analysis is required for the proposed project, and no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

- c) **Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

Less Than Significant Impact. The nearest airport to the project site is the Los Angeles International Airport, located approximately 4.0 miles to the north. The project site is not located within the boundaries of any Airport Safety Zones. In addition, due to the nature and scope of the proposed project (roadway improvements with no structures proposed), implementation would not have the capacity to result in a change in air traffic patterns. Therefore, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

- d) **Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

Less Than Significant Impact With Mitigation Incorporated. On a long-term operational basis, the proposed project is expected to result in a beneficial impact pertaining to hazards. The project would address queuing deficiencies, relieve existing and future congestion at the intersection, and provide for enhanced traffic operations. With this reduction in congestion, emergency access in the project area would be improved. Operational impacts are expected to be less than significant in this regard.

The project has the potential to result in safety hazards during the short-term construction process. Although roadways in the project area, including Aviation Boulevard and Artesia Boulevard, would remain open to traffic at all times, partial lane closures would be required in order to construct the roadway improvements. However, lane closures would ensure one direction of travel in each direction plus the turn lane is maintained at all times. During periods when partial lane closures are required, the City would be required to implement a temporary Traffic Management Plan (TMP) to minimize congestion and safety impacts during the construction process. The TMP would meet City of Manhattan Beach traffic control guidelines, and would include potential measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and the need for a construction flagperson to direct traffic during heavy equipment use, among others. The TMP would provide congestion relief during short-term construction activities and ensure safe travel. Thus, with implementation of Mitigation Measure TR-1, impacts would be less than significant.



Mitigation Measures:

TR-1 Prior to the initiation of construction, the City of Manhattan Beach shall prepare a Traffic Management Plan (TMP). The TMP shall include measures to minimize potential safety impacts during the short-term construction process, when partial lane closures would be required, and shall specify that one direction of travel in each direction plus the turn lane must always be maintained throughout project construction. It shall include measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and the need for a construction flagperson to direct traffic during heavy equipment use. The TMP shall be incorporated into project specifications for verification prior to final plan approval.

e) Result in inadequate emergency access?

Less Than Significant Impact With Mitigation Incorporated. Refer to Response 4.8(d). Roadways in the project area, including Aviation Boulevard and Artesia Boulevard, would remain open to traffic at all times; while a partial lane closure may be required, any impact would be temporary in nature and emergency access would be maintained. With implementation of Mitigation Measure TR-1, impacts in this regard would be less than significant.

Mitigation Measures: Refer to Mitigation Measure TR-1.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less Than Significant Impact. The proposed project would involve roadway improvements consistent with the Manhattan Beach General Plan. Generally, the proposed project would result in beneficial impacts to transportation efficiency and safety in the project area.

The transit services that are available in the project's vicinity are as follows:

- Torrance Transit Line 8 travels along Hawthorne Boulevard, Artesia Boulevard, Aviation Boulevard, El Segundo Boulevard, Nash Street, Imperial Highway, and Sepulveda Boulevard (Torrance Municipal Airport to the Los Angeles International Airport [LAX] Transit Center).
- Los Angeles County Metropolitan Transportation Authority (Metro) Bus Line Route 130 travels along 183rd Street, Studebaker Road, Artesia Boulevard, South Acacia Avenue, West Walnut Street, Central Avenue, East Victoria Street/West Victoria Street, South Vermont Avenue, and West 182nd Street.

As a roadway improvement project, the project would not generate any new land uses or associated vehicle trips nor would it generate the demand for additional transit services in the project area. In addition, multiple transit services are currently provided in the project vicinity, and it is not anticipated that any significant transit impacts would occur.

Sidewalk currently exists along both sides of Aviation Boulevard and Artesia Boulevard. A portion of the existing sidewalk located north of Aviation Boulevard within the project boundary would be reconstructed with new sidewalk to accommodate a 12.5-foot right turn lane. Bicycle facilities do not exist on-site and are not proposed as part of the project. The availability of bicycle and pedestrian facilities in the project area would not be reduced as a result of project implementation. Users of these facilities would continue to utilize them as they currently do, and impacts would not occur in this regard. Thus, the proposed project would not conflict with any policies, plans, or programs related to public or alternative transportation and impacts would be less than significant.

Mitigation Measures: No mitigation is required.



4.17 TRIBAL CULTURAL RESOURCES

| <i>Would the project:</i> | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| a. 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 California Native American tribe, and that is: | | | | |
| 1) 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 | | | | ✓ |
| 2) 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. | | ✓ | | |

As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted and expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to “begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project.” Section 21074 of AB 52 also defines a new category of resources under CEQA called “tribal cultural resources.” Tribal cultural resources are defined as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and is either listed on or eligible for the California Register of Historical Resources or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource.

In compliance with AB 52, the City of Manhattan Beach distributed letters to numerous Native American tribes notifying each tribe of the opportunity to consult with the City regarding the proposed project. The tribes were identified based on a list provided by the Native American Heritage Commission (NAHC), or were tribes that had previously requested to be notified of future projects proposed by the City. The Gabrieleno Band of Mission Indians - Kizh Nation requested consultation pursuant to AB 52 during the proposed project’s 30-day consultation request period. On February 18, 2019, consultation was deemed complete by the Gabrieleno Band of Mission Indians - Kizh Nation.

On February 19, 2016, the California Natural Resources Agency proposed to adopt and amend regulations as part of AB 52 implementing Title 14, Division 6, Chapter 3 of the California Code of Regulations, CEQA Guidelines, to include consideration of impacts to tribal cultural resources pursuant to Government Code Section 11346.6. On September 27, 2016, the California Office of Administrative Law approved the amendments to Appendix G of the CEQA Guidelines, and these amendments are addressed within this environmental document.



- a) **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 California Native American tribe, and that is:**
- 1) ***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***

No Impact. Refer to Response 4.5(a). According to the *Cultural and Paleontological Resources Assessment for the Aviation Boulevard at Artesia Boulevard Southbound to Westbound Right Turn Improvement Project*, prepared by Cogstone, dated October 2018 (Cultural and Paleontological Resources Assessment) (refer to Appendix B, Cultural Resources Assessment), no historic resources are located within the project area, including those listed under Public Resources Code Section 21074. Given the level of previous disturbance within the project site, historical resources are not expected to occur within the project area. Therefore, it is anticipated that the project would have no impacts to a listed or eligible resource under the California Register of Historical Resources or a local register as defined under Public Resources Code section 5020.1(k).

Mitigation Measures: No mitigation is required.

- 2) ***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.***

Less Than Significant Impact With Mitigation Incorporated. The project area is developed and urbanized. In compliance with AB 52, the City of Manhattan Beach distributed letters to potentially affected tribes for consultation regarding the proposed project. The Gabrieleno Band of Mission Indians - Kizh Nation requested further information regarding the project from the City. Based on provided information, the Gabrieleno Band of Mission Indians - Kizh Nation confirmed that they do not have further concerns regarding the project's location and deemed consultation complete on February 18, 2019. Based on tribal consultation conducted as part of AB 52, the City has determined that the potential for tribal cultural resources is low given the project's location and the level of previous disturbance at the project site. Based on the Cultural and Paleontological Resources Assessment and the results of the AB 52 consultation process, the City has determined that no tribal cultural resources are known to exist on the project site. However, there is the potential for unknown resources to be discovered on-site during site disturbance activities. As such, CUL-1 ensures that in the event unknown tribal resources are discovered during construction, appropriate measures are taken and impacts in this regard would be reduced to less than significant levels.

Mitigation Measures: Refer to Mitigation Measure CUL-1.



4.18 UTILITIES AND SERVICE SYSTEMS

| <i>Would the project:</i> | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | | | | ✓ |
| b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | | | | ✓ |
| c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | | | ✓ | |
| d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | | | ✓ | |
| e. 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? | | | | ✓ |
| f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | | | ✓ | |
| g. Comply with Federal, State, and local statutes and regulations related to solid waste? | | | ✓ | |

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. The proposed project would result in roadway improvements at the Aviation Boulevard and Artesia Boulevard intersection. The project would not include the construction of any uses capable of producing wastewater. As such, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. The proposed project would result in roadway improvements. The project would not require or result in the construction of any water or wastewater treatment facilities. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. The proposed project would alter the existing drainage patterns at the project site, as increased impervious surfaces would result. As discussed in Section 4.9, Hydrology and Water Quality, the project proposes storm drain improvements to alleviate existing ponding that occurs on-site during storm events. The improvements would include a new curb and gutter storm drain inlet located along southbound Aviation Boulevard. A



new lateral pipe would be installed to connect the new inlet with the existing storm drain facility. The proposed storm drain improvements would require a maximum excavation depth of 25 feet below ground surface (bgs).

The project's potential environmental effects for construction of the abovementioned storm drain improvements are analyzed in this IS/MND. Construction of the new storm drain improvements would be subject to compliance with all applicable local, State, and Federal laws, ordinances, and regulations, as well as the specific mitigation measures in this IS/MND. Compliance with the relevant laws, ordinances, and regulations, as well as the specified mitigation measures, would ensure the project's construction-related environmental impacts associated with new storm water drainage facilities would be reduced to less than significant levels.

Mitigation Measures: No mitigation is required.

- d) **Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

Less Than Significant Impact. The proposed project includes roadway improvements, and would not introduce a new land use that would result in water consumption. Project improvements would require the removal of a portion of landscaping located along the Chase Bank property frontage on Artesia Boulevard and on Aviation Boulevard. However, replacement ornamental landscaping and irrigation would be installed, similar to existing conditions. Although the proposed project would require irrigation for landscaping, it is expected that water consumption would be similar to existing conditions. Thus, impacts are expected to be less than significant in this regard.

Mitigation Measures: No mitigation is required.

- e) **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?**

No Impact. Refer to Responses 4.17(a) and 4.17(b).

Mitigation Measures: No mitigation is required.

- f) **Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

Less Than Significant Impact. The proposed project would result in roadway improvements and would not include any habitable structures, and, thus, would not have the capability to produce solid waste during long-term operations. Although the project may require the disposal of debris during the grading/excavation process (soil, asphalt, concrete, etc.), the generation of these materials should be short-term in nature and would not have the capability to substantially affect the capacity of regional landfills. Thus, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

- g) **Comply with federal, state, and local statutes and regulations related to solid waste?**

Less Than Significant Impact. The proposed project would comply with all Federal, State, and local statutes and regulations related to solid waste, including the California Integrated Waste Management Act and City requirements for solid waste generated during the construction process. Less than significant impacts would occur in this regard.

Mitigation Measures: No mitigation is required.



4.19 MANDATORY FINDINGS OF SIGNIFICANCE

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

- a) **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

Less Than Significant Impact With Mitigation Incorporated. As shown within Section 4.4, Biological Resources, the project site does not provide suitable habitat for sensitive plant and/or wildlife species known to occur within the general area. Project construction and operations would not modify sensitive habitat or adversely impact special status plants and/or wildlife species. Additionally, no California Department of Fish and Wildlife sensitive plant communities occur on the project site. As such, no impacts would occur in this regard

Further, as described within Section 4.5, Cultural Resources, the potential for encountering archaeological and paleontological resources as a result of project construction is considered low. However, in the unlikely event resources are discovered during ground disturbance, Mitigation Measures CUL-1 and CUL-2 would be required to minimize potential impacts. With implementation of recommended mitigation, the project is not anticipated to eliminate important examples of the major periods of California history or prehistory. Thus, impacts in this regard would be less than significant.

- b) **Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

Less Than Significant Impact With Mitigation Incorporated. The proposed project would result in roadway improvements consistent with the goals of the Manhattan General Plan Transportation Element. The project would not



result in any new land uses or a change in land use at the site. The project would not result in population growth within the area, either directly or indirectly. Although the project may incrementally affect other resources that were determined to be less than significant, the project's contribution to these effects is not considered "cumulatively considerable," in consideration of the relatively nominal impacts of the project and mitigation measures provided.

- c) **Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

Less Than Significant Impact With Mitigation Incorporated. Previous sections of this Initial Study reviewed the proposed project's potential impacts related to aesthetics, air quality, geology and soils, greenhouse gases, hydrology/water quality, noise, hazards and hazardous materials, traffic, and other issues. As concluded in these previous discussions, the proposed project would result in less than significant environmental impacts with implementation of the recommended mitigation measures. Therefore, the proposed project would not result in environmental impacts that would cause substantial adverse effects on human beings.



5.0 MITIGATION MEASURES

AESTHETICS

AES-1 To minimize project-related light and glare to the maximum extent feasible, color-corrected halide lights shall be used during project construction. Portable lights shall be operated at the lowest allowable wattage and shall be raised to a height no greater than 20 feet. All lights shall be screened and directed downward toward work activities and away from the night sky and nearby uses to the maximum extent possible. The number of nighttime lights used shall be minimized to the greatest extent possible. This measure would be subject to verification by the City Engineer.

AIR QUALITY

AQ-1 Prior to issuance of a Grading Permit, the City Engineer shall confirm that the Grading Plan and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

- All active portions of the construction site shall be watered three times daily during daily construction activities, on as needed during wet weather, and when dust is observed migrating from the project site to prevent excessive amounts of dust.
- Pave or apply water every three times daily during daily construction activities or apply non-toxic soil stabilizers on parking areas, and staging areas, during dry weather. More frequent watering shall occur if dust is observed migrating from the site during site disturbance.
- During dry weather, any on-site stockpiles of debris, dirt, or other dusty material with five percent or greater silt content shall be enclosed, covered, watered three times daily, or non-toxic soil binders shall be applied.
- All grading and excavation operations shall be suspended when wind speeds exceed 25 miles per hour.
- Disturbed areas shall be replaced with ground cover or paved immediately after construction is completed in the affected area.
- All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust before departing the job site.
- Reroute construction trucks away from congested streets or sensitive receptor areas.
- Trucks associated with hauling activities shall avoid residential streets and utilize City-designated truck routes to the extent feasible.

CULTURAL RESOURCES

CUL-1 If evidence of subsurface cultural resources is found during construction, excavation and other construction activity within 50 feet of the find shall cease and the construction contractor shall contact the City Engineer. With direction from the City Engineer, an archaeologist certified by the County of Los



Angeles shall evaluate the find. If the discovery is believed to be an important Native American deposit, a Native American representative shall be contacted to allow for their concerns to be addressed. If warranted, the archaeologist shall develop a plan of mitigation which may include, but shall not be limited, to, salvage excavation, laboratory analysis and processing, research, curation of the find in a local museum or repository, and preparation of a report summarizing the find.

CUL-2 If evidence of subsurface paleontological resources is found during construction, excavation, and other construction activity, such activities shall cease within 50 feet of the find and the construction contractor shall contact the City Engineer. With direction from the City Engineer, a paleontologist certified by the County of Los Angeles shall evaluate the find. If warranted, the paleontologist shall prepare and complete a standard Paleontological Resources Mitigation Program for the salvage and curation of identified resources.

HAZARDS AND HAZARDOUS MATERIALS

HAZ-1 Prior to issuance of a grading permit, the City Engineer shall retain a qualified Phase II/Site Characterization Specialist to determine whether contaminated soils are present within the project site. If contamination is present above regulatory thresholds, the Phase II/Site Characterization Specialist shall recommend soil management and/or remedial activities to ensure worker safety and proper handling.

HAZ-2 If unknown wastes or suspect materials are discovered during construction by the construction contractor which he/she believes may involve hazardous wastes/materials, the construction contractor shall:

- Immediately stop work in the vicinity of the suspected contaminant, removing workers and the public from the area;
- Notify the City Engineer;
- Secure the areas as directed by the City;
- Notify the implementing agency's Hazardous Wastes/Materials Coordinator; and
- Perform remedial activities as required under existing regulatory agency standards.

HAZ-3 Prior to issuance of a grading permit, a qualified environmental professional with Phase II/Site Characterization experience shall prepare a Soil Management Plan (SMP) for proposed import/export of soils during site grading activities. The SMP shall be made available to the contractor and the City Engineer for use during grading activities. The SMP shall include verification sampling of all soils proposed for import export prior to hauling. Should elevated levels of hazardous materials be identified, the SMP shall include a decision framework and specific risk management measures for managing soil in a manner protective of human health and consistent with applicable regulatory requirements prior to and during hauling.

NOISE

N-1 Prior to initiation of construction, the City Engineer shall ensure that the following measures are incorporated into construction contract documents:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other State required noise attenuation devices.
- A construction notice shall be mailed to residents within a 500' radius of the project and shall indicate the dates and duration of construction activities, as well as provide a City of Manhattan Beach staff contact name and a telephone number where residents can inquire about the construction process and register complaints.



- Construction haul routes shall be designed to avoid noise sensitive uses to the maximum extent feasible (e.g., residences etc.).
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.
- Construction equipment staging areas shall be located away from adjacent sensitive receptors.

N-2 Prior to initiation of construction activities that are outside the allowable construction hours per the Manhattan Beach Municipal Code Section 9.44.030(a), the City Engineer shall request authorization from the City Council to modify the construction activity hours per Manhattan Beach Municipal Code Section 9.44.030(f).

N-3 Prior to initiation of construction, the City Engineer shall ensure that construction plans prohibit the use of vibratory roller equipment within 26 feet of any structure to minimize vibration impacts.

TRANSPORTATION/TRAFFIC

TR-1 Prior to the initiation of construction, the City Engineer, or their designee, shall prepare a Traffic Management Plan (TMP). The TMP shall include measures to minimize potential safety impacts during the short-term construction process, when partial lane closures would be required, and shall specify that one direction of travel in each direction plus the turn lane must always be maintained throughout project construction. It shall include measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and the need for a construction flagperson to direct traffic during heavy equipment use. The TMP shall be incorporated into project specifications for verification prior to final plan approval.



**AVIATION BOULEVARD AT ARTESIA BOULEVARD
SOUTHBOUND TO WESTBOUND RIGHT TURN IMPROVEMENT PROJECT**
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6.0 REFERENCES

The following references were utilized during preparation of this Initial Study/Environmental Checklist. These documents are available for review at the City of Manhattan Beach Public Works Department located at 3621 Bell Avenue, Manhattan Beach, CA 90266.

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