Initial Study/Mitigated Negative Declaration
Manhattan Beach Gelson's Market

Prepared By:

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July 2016

EcoTierra
consulting

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INITIAL STUDY

Environmental Evaluation Checklist for City of Manhattan Beach

Date:	July 2016
Project Title:	Manhattan Beach Gelson's Market
APN(s):	4169-005-001, 4169-005-002, 4169-005-003, 4169-005-025, and 4170-038-017
General Plan Designation:	General Commercial (GC)
Zoning:	General Commercial (CG)
Project Type:	Commercial Development
Lead Agency Name & Address:	City of Manhattan Beach, Community Development Department 1400 Highland Avenue Manhattan Beach, CA 90266 (310) 802-5000
Applicant Name & Address:	Paragon Commercial Group, LLC 133 Penn Street El Segundo, CA 90245
Project Location (address or description):	707 and 801 N. Sepulveda Boulevard Manhattan Beach, CA 90266

Project Description: The project applicant owns the properties located at 707 N. Sepulveda Boulevard (the "primary project site") and at 801 N. Sepulveda Boulevard (the "auxiliary employee parking site") in the City of Manhattan Beach ("City"). The applicant is proposing to redevelop the primary project site with: (i) a 27,900 square foot specialty grocery store, including on-sale and off-sale alcohol sales and instructional tastings, with incidental hot and cold prepared food offerings and incidental seating areas (206 square-foot indoor incidental seating area[1] and 503 square-foot incidental outdoor patio seating area), to be tenanted by Gelson's Market; (ii) an up to 7,000 square foot building, to be tenanted by First Republic Bank which has a retail services and primarily operates as a financial services and investments company; (iii) associated business identification signage; (iv) a surface parking lot on the primary project site; and (v) a surface parking lot for employee use on the auxiliary employee parking site (collectively referred to herein as the "project").

The project proposal anticipates that the existing collision repair facility would be partially demolished, and that the showroom and service depot would be entirely demolished. The project proposes to remodel the remaining portion of the existing collision repair facility and reconstruct 7,369 square feet of building area (consisting of 6,060 square feet of building area and a 1,309 square foot mezzanine space) to establish a 27,900 square foot specialty grocery market. In addition, a new up to 7,000 square foot financial service/investment building would be constructed on the southern portion of the primary project site, near the corner of Sepulveda Boulevard and 6th Street adjacent to an existing office building. The remainder of the primary project site's existing surface parking lot would be reconfigured and improved with on-site

[1] Current indoor seating area may be smaller.

parking spaces. The existing 2,242 square foot building on the auxiliary employee parking would be entirely demolished, and no new buildings would be constructed on this site. The site would be redeveloped as an employee parking lot to provide employee parking, if needed, to the project tenants. In addition, the parking lot areas of the project would be landscaped with drought resistant vegetation.

Required off-street parking would be provided parking on the primary project site and on the auxiliary employee parking site. A total of one hundred thirty-five (135) off-street surface parking spaces would be permanently maintained for the project at all times. The existing surface parking lot on the primary project site would be reconfigured to provide one hundred nineteen (119) parking spaces, including five (5) accessible parking spaces. The auxiliary employee parking site would be redeveloped with sixteen (16) parking spaces.

Although not required to address project employee parking demands, the project applicant has leased an additional twenty (20) employee-only parking spaces to provide surplus employee parking, if necessary, at an off-site parking lot that is located two blocks north of the site at 10th Street, west of Sepulveda Boulevard. Additionally, the applicant has leased 5 surplus employee parking spaces at an off-site office building parking lot (unoccupied on weekends) approximately one-half of a block south of the primary project site, on the west side of Sepulveda Boulevard at 6th Street. Consistent with City requirements, the project would include seven (7) bicycle parking spaces.

Environmental Setting / Surrounding Land Uses: The project sites consist of unoccupied and under-utilized commercial buildings and surface parking area. The project site is located on Sepulveda Boulevard, between 6th and 8th Streets, and on a parcel on the north side of 8th Street and to the west of Sepulveda Boulevard. The project site is located in a predominantly commercial area along Sepulveda Boulevard adjacent to a fast food restaurant and an office building. Suburban residential development is located to the west. The project sites are designated as General Commercial under the City's General Plan, and zoned as General Commercial.

Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement): An encroachment permit would be required from the California Department of Transportation (Caltrans) for driveway access changes as the project site is located on Sepulveda Boulevard, which falls under Caltrans jurisdiction. Demolition notification to the South Coast Air Quality Management District (SCAQMD) would be necessary for asbestos control.

1.1 PURPOSE OF THE INITIAL STUDY

The project proposal consists of the establishment of the following: (i) a 27,900 square foot specialty grocery store, including on-sale and off-sale alcohol sales and instructional tastings, with incidental hot and cold prepared food offerings and incidental seating areas (206 square-foot indoor incidental seating area[2] and 503 square-foot incidental outdoor patio seating area), to be tenanted by Gelson's Market; (ii) an up to 7,000 square foot building, to be tenanted by First Republic Bank which has a retail services and primarily operates as a financial services and investments company; (iii) associated business identification signage; (iv) a surface parking lot on the primary project site; and (v) a surface parking lot for employee use on the auxiliary employee parking site.

The project proposal anticipates that the existing collision repair facility would be partially demolished, and that the showroom and service depot would be entirely demolished. The project proposes to remodel the remaining portion of the existing collision repair facility and reconstruct 7,369 square feet of building area (consisting of 6,060 square feet of building area and a 1,309 square foot mezzanine space) to establish a 27,900 square foot specialty grocery market. In addition, a new up to 7,000 square foot financial service/investment building would be constructed on the southern portion of the primary project site, near the corner of Sepulveda Boulevard and 6th Street adjacent to an existing office building. The remainder of the primary project site's existing surface parking lot would be reconfigured and improved with on-site parking spaces. The existing 2,242 square foot building on the auxiliary employee parking would be entirely demolished, and no new buildings would be constructed on this site. The site would be redeveloped as an employee parking lot to provide employee parking, if needed, to the project tenants. In addition, the parking lot areas of the project would be landscaped with drought resistant vegetation. The proposed project would require the issuance of discretionary permits and may have the potential to impact the environment, and is therefore subject to the requirements of the California Environmental Quality Act (CEQA).

As the lead agency under CEQA, the City must evaluate the potential environmental impacts of a project when considering whether to approve a project. This Draft Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared by the City in order to evaluate the potential environmental effects of the proposed Manhattan Beach Gelson's Market Project (project).

This Draft IS/MND provides the environmental review for the project's proposed actions, which includes demolishing and remodeling existing buildings and reconstruction of buildings on the project site. No zone changes or General Plan amendments are sought.

The Draft IS/MND provides information to the public and permitting agencies on the potential environmental effects of the project. This document has been prepared in accordance with CEQA, Public Resources Code Section §21000 et seq., and the State CEQA Guidelines, California Code of Regulations (CCR), Title 14, Section §15000 et seq.

1.2 DECISION TO PREPARE A MITIGATED NEGATIVE DECLARATION

An Initial Study is conducted by a lead agency to determine if a project may have a significant effect on the environment (CEQA Guidelines §15063(a)). If there is substantial evidence that a

[2] Current indoor seating area may be smaller.

project may have a significant effect on the environment, an Environmental Impact Report (EIR) must be prepared, in accordance with CEQA Guidelines §15064(a). However, if the lead agency determines the impacts are, or can be reduced to, less than significant, a Negative Declaration or Mitigated Negative Declaration may be prepared instead of an EIR (CEQA Guidelines §15070(b)). A Mitigated Negative Declaration for this project is consistent with CEQA Guidelines §15070 which indicate that a Mitigated Negative Declaration is appropriate when:

"The project's Initial Study identifies potentially significant effects, but:

a. Revisions to the project plan were made that would avoid or reduce the effects to a point where clearly no significant effects would occur, and

b. There is no substantial evidence that the project, as revised, may have a significant effect on the environment."

This Initial Study identifies potentially significant impacts on certain environmental resources. The Mitigated Negative Declaration proposes a range of mitigation measures to reduce all such effects to less than significant levels. The City has prepared this IS/MND for the project because all impacts resulting from the project are reduced to less than significant levels by adoption and implementation of mitigation measures that are incorporated into the project. This IS/MND conforms to the content requirements of a Negative Declaration under CEQA Guidelines §15071.

1.3 REGULATORY REVIEW AND PERMITTING

The CEQA review process is intended to inform the public, governmental decision makers and responsible agencies about the potential environmental effects of a proposed project and provide them with an opportunity to provide comment on the project. This Draft IS/MND provides the environmental review for the project that requires the following legislative, adjudicative, and ministerial approvals from the City and other agencies.

City of Manhattan Beach

- Master Use Permit
- Use Permit to allow an Eating and Drinking Establishment
- Use Permit to allow Alcohol Sales
- Use Permit to allow the Collective Provision of Parking
- Sign Program
- Right-of-Way Permit
- Grading Plan Approval
- Demolition, Grading and Building Permits

Caltrans

- Encroachment Permit

SCAQMD

- Notification of Demolition Activities

1.4 PUBLIC REVIEW PROCESS

This Draft IS/MND will be circulated to local, state and federal agencies, interested organizations and individuals who may wish to review and provide comments on the project description, the proposed mitigation measures, or other aspects of the report. The publication will commence the 30-day public review period per CEQA Guidelines §15105(b) beginning on July 21, 2016.

Written comments regarding the correctness, completeness, or adequacy of the Draft IS/MND should be submitted to the name and address indicated below. Such comments should be based on specific environmental concerns and must be received on or before the close of the public review period of August 22, 2016.

Submittal of written comments via e-mail would greatly facilitate the response process.

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

Email: ehaaland@citymb.info

The Draft IS/MND is available for review at:

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

The Draft IS/MND is also posted on the City of Manhattan Beach's website:
http://www.citymb.info/city-officials/community-development/planning-zoning/current-projects-programs

1.5 ORGANIZATION OF THE DOCUMENT

The purpose of this document is to evaluate the potential environmental effects of the Manhattan Beach Gelson's Market Project. This document is organized to provide the public and agencies with clear, direct information on the potential environmental impacts resulting from the project.

This document is organized as follows:

- **Section 1 – Introduction.** This chapter provides an introduction to the project, describes the purpose under CEQA, summarizes the state and federal regulatory requirements, sets forth the public participation process and details the organization of this document.
- **Section 2 – Project Description.** This chapter describes the location, project objectives, and characteristics of the project. It provides the level of detail needed to analyze the impacts of the project.
- **Section 3 – Study Checklist.** This chapter summarizes the findings of the Initial Study.
- **Section 4 – Environmental Checklist and Responses.** This chapter contains the Initial Study Checklist that describes existing setting, potential impacts, identifies the significance of potential environmental impacts, and details proposed mitigations to reduce significant

impacts to non-significance. This chapter also contains the Mandatory Findings of Significance.

- **Section 5 – Report Preparation.** This chapter identifies the preparers of this document.
- **Section 6 – References.** This chapter identifies the references and sources used in the preparation of this IS/MND.

2.1 LOCATION AND EXISTING SETTING

The Manhattan Beach Gelson's Market Project ("project") is located within the City of Manhattan Beach ("City") in Los Angeles County. The project site consists of two sites: the primary project site located at 707 N Sepulveda Boulevard and the auxiliary employee parking site at 801 N. Sepulveda Boulevard (Figure 2-1). Both sites are located to the west of Sepulveda Boulevard and south of Manhattan Beach Boulevard, main thoroughfares in the City. Sepulveda Boulevard is also designated as California State Route (SR) 1.

The project sites consist of unoccupied commercial buildings and surface parking areas. The project site is located in a predominantly commercial area along Sepulveda Boulevard adjacent to a fast food restaurant and an office building. Suburban residential development is located to the west. (See Figures 2-2 through 2-8) The project sites are designated as General Commercial under the City's General Plan, and zoned as General Commercial.

The primary project site is 2.22 acres, consisting of several parcels (APNs 4169-005-001, 4169-005-002, 4169-005-003, 4169-005-025). The primary project site is currently unoccupied, but is developed with three buildings, including an automobile showroom, collision repair facility, automobile service depot, and surface parking. The auxiliary employee parking site is 0.17 acres, consisting of one parcel (4170-038-0170), and is developed with a metal shed/storage unit and associated paved areas. Access to the primary project site includes three driveways: one driveway on Sepulveda Boulevard, one driveway on 6th Street, and one driveway on 8th Street.

2.2 MANHATTAN BEACH GELSONS MARKET PROJECT

The project proposal consists of the establishment of the following: (i) a 27,900 square foot specialty grocery store, including on-sale and off-sale alcohol sales and instructional tastings, with incidental hot and cold prepared food offerings and incidental seating areas (206 square-foot indoor incidental seating area[3] and 503 square-foot incidental outdoor patio seating area), to be tenanted by Gelson's Market; (ii) an up to 7,000 square foot building,[4] to be tenanted by First Republic Bank which has a retail services and primarily operates as a financial services and investments company; (iii) associated business identification signage; (iv) a surface parking lot on the primary project site; and (v) a surface parking lot for employee use on the auxiliary employee parking site.

The project proposal anticipates that the existing collision repair facility would be partially demolished, and that the showroom and service depot would be entirely demolished. The project proposes to remodel the remaining portion of the existing collision repair facility and reconstruct 7,369 square feet of building area (consisting of 6,060 square feet of building area and a 1,309 square foot mezzanine space) to establish a 27,900 square foot specialty grocery market. In addition, a new up to 7,000 square foot financial service/investment building would be constructed on the southern portion of the primary project site, near the corner of Sepulveda Boulevard and 6th Street adjacent to an existing office building. The remainder of the primary project site's existing surface parking lot would be reconfigured and improved with on-site parking spaces. The existing 2,242 square foot building on the auxiliary employee parking would

[3] Current indoor seating area may be smaller.
[4] The 7,000 square feet of space includes 316 square feet of mechanical area, resulting in 6,684 square feet of buildable floor area.

be entirely demolished, and no new buildings would be constructed on this site. The site would be redeveloped as an employee parking lot to provide employee parking, if needed, to the project tenants. In addition, the parking lot areas of the project would be landscaped with drought resistant vegetation.

Required off-street parking would be provided parking on the primary project site and on the auxiliary employee parking site. A total of one hundred thirty-five (135) off-street surface parking spaces would be permanently maintained for the project at all times. The existing surface parking lot on the primary project site would be reconfigured to provide one hundred nineteen (119) parking spaces, including five (5) accessible parking spaces. The auxiliary employee parking site would be redeveloped with sixteen (16) parking spaces.

Although not required to address project employee parking demands, the project applicant has leased an additional twenty (20) employee-only parking spaces to provide surplus employee parking, if necessary, at an off-site parking lot that is located two blocks north of the site at 10th Street, west of Sepulveda Boulevard. Additionally, the applicant has leased 5 surplus employee parking spaces at an off-site office building parking lot (unoccupied on weekends) approximately one-half of a block south of the primary project site, on the west side of Sepulveda Boulevard at 6th Street. Consistent with City requirements, the project would include seven (7) bicycle parking spaces.

Figures 2-9 through 2-14 provide the site plan, perspective, elevation, and landscape drawings for the project. Project components are listed in Table 2.3-1: Gelson's Market Project Components and described in more detail in this project description.

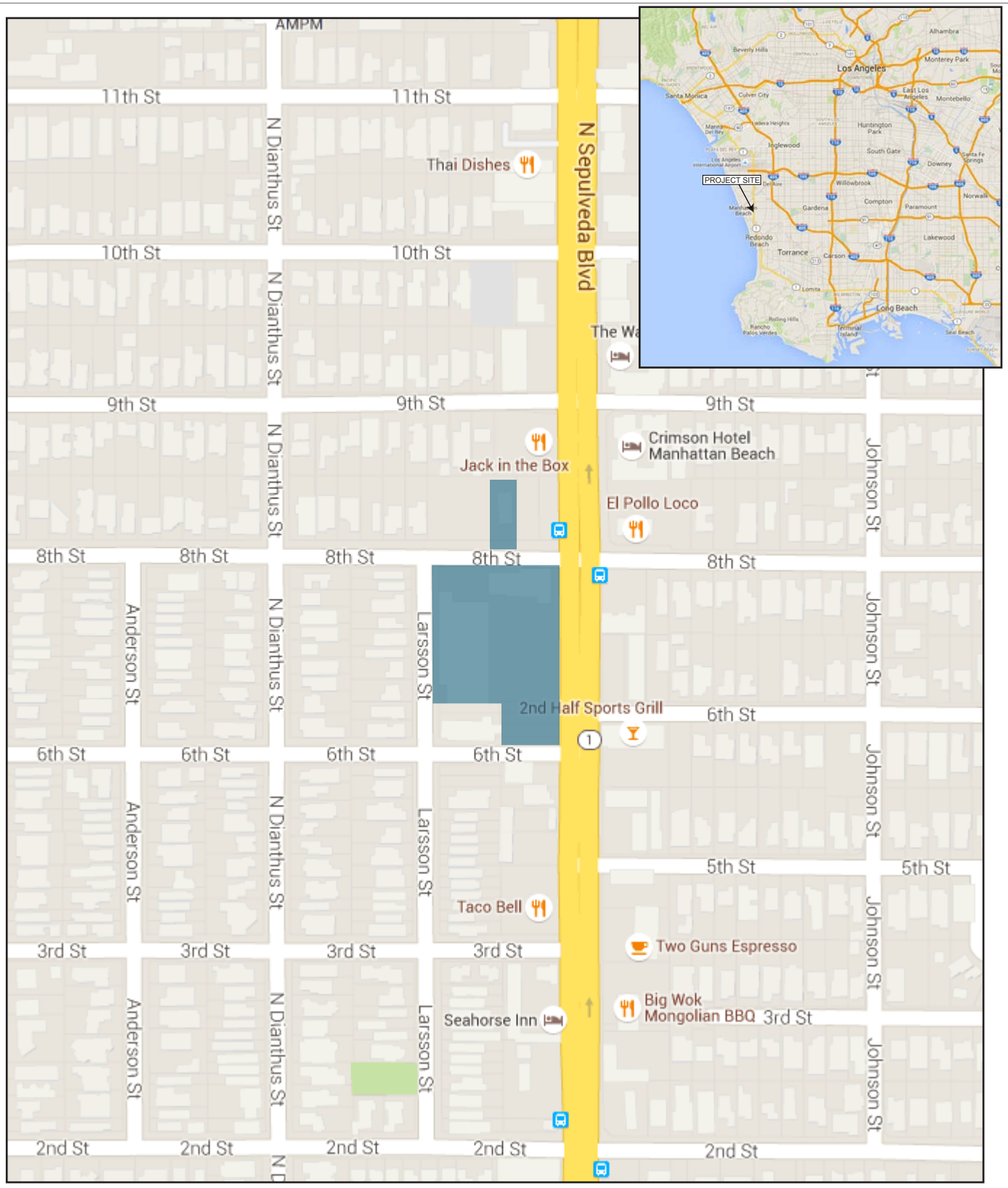

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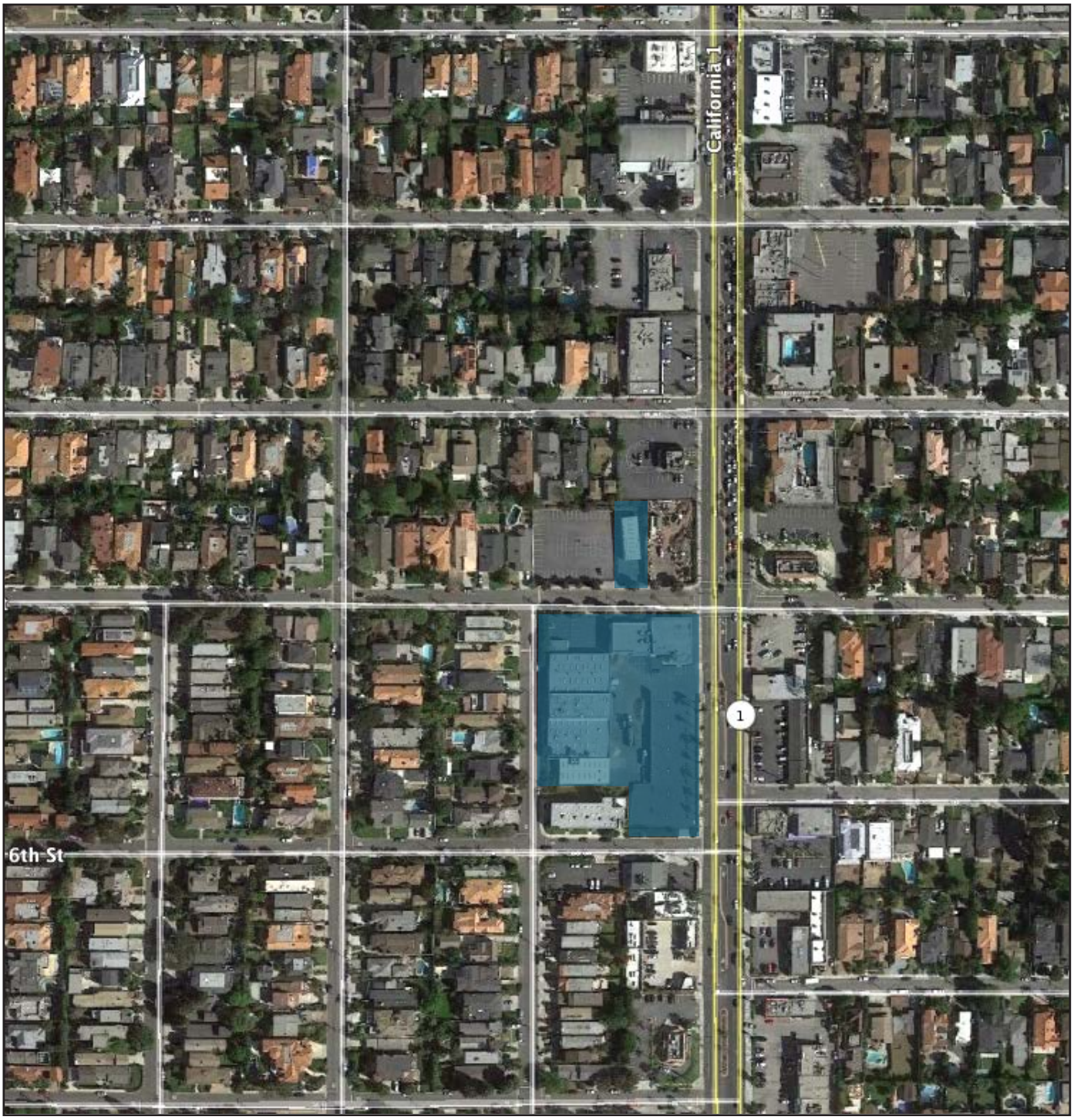
Figure 2-1
Regional and Vicinity Project Location Map



Project Site
Source: GoogleEarth, October 2015.

0 385
Scale (Feet)

N

EcoTierra consulting

Figure 2-2
Aerial View of the Project Site

View 1: View of the project site from 8th Street, looking east towards Sepulveda Boulevard.

View 2: View of the project site from 8th Street.

View 3: View of employee parking site from 8th Street.

PHOTO LOCATION MAP

Source: EcoTierra Consulting, September 2015.

EcoTierra consulting

Figure 2-3
Views of the Project Site
Views 1, 2 and 3

View 4: View of project site from Larsson Street, looking east.

View 5: View of project site from Larsson Street, looking east.

View 6: View of project site from Larsson Street, looking east.

PHOTO LOCATION MAP

Source: EcoTierra Consulting, September 2015.

EcoTierra consulting

Figure 2-4
Views of the Project Site
Views 4, 5 and 6

View 7: View of project site from 6th Street, looking northeast.

View 8: View of project site from 6th Street, looking north.

View 9: View of project site from 6th Street, looking north.

PHOTO LOCATION MAP

Source: EcoTierra Consulting, September 2015.

EcoTierra consulting

Figure 2-5
Views of the Project Site
Views 7, 8 and 9

View 1: View of lot adjacent to 8th Street employee parking.

View 2: View from Larsson and 8th Streets looking south.

View 3: View from Larsson and 8th Streets looking southwest.

PHOTO LOCATION MAP

Source: EcoTierra Consulting, September 2015.

EcoTierra consulting

Figure 2-6
Views of Surrounding Uses
Views 1, 2 and 3

View 4: View from Larsson and 6th Streets looking southwest.

View 5: View from Larsson and 6th Streets looking northeast.

View 6: View from 6th Street looking southwest.

PHOTO LOCATION MAP

Source: EcoTierra Consulting, September 2015.

EcoTierra consulting

Figure 2-7
Views of Surrounding Uses
Views 4, 5 and 6

View 7: View from Sepulveda Boulevard and 8th Street looking southeast.

View 8: View from Sepulveda Boulevard and 8th Street looking northeast.

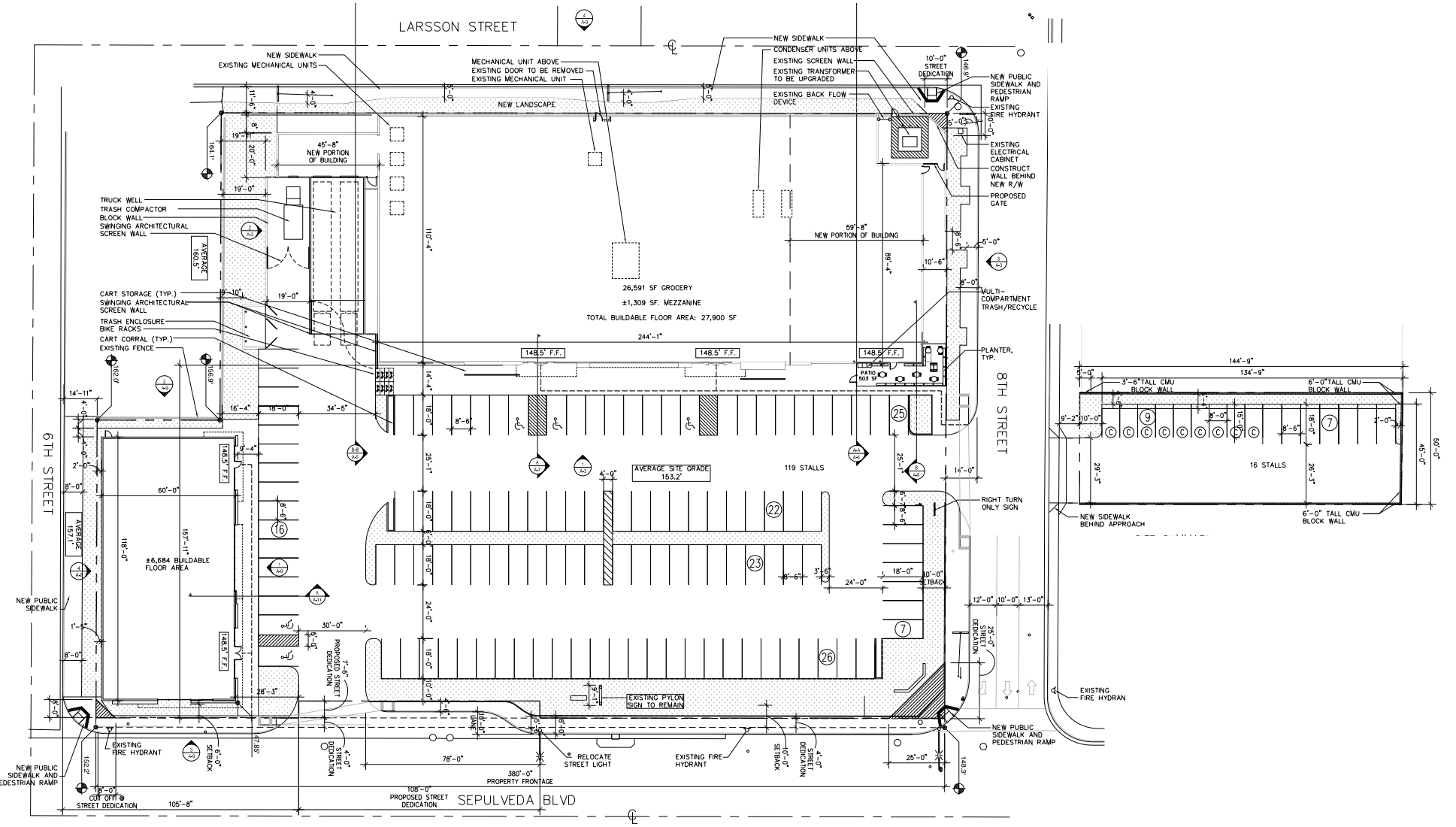
View 9: View from 6th Street looking southeast across Sepulveda Boulevard.

PHOTO LOCATION MAP

Source: EcoTierra Consulting, September 2015.

EcoTierra consulting

Figure 2-8
Views of Surrounding Uses
Views 7, 8 and 9



Source: DLR Group, June 2016.

EcoTierra consulting

Figure 2-9
Gelson's Market Project Site Plan

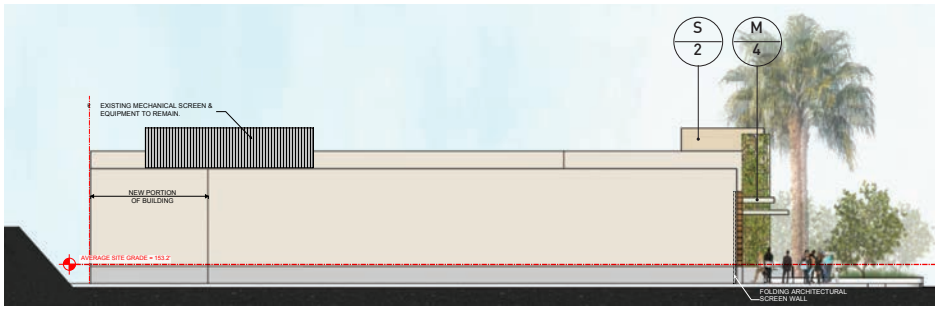
Source: DLR Group, October 2015.

EcoTierra consulting

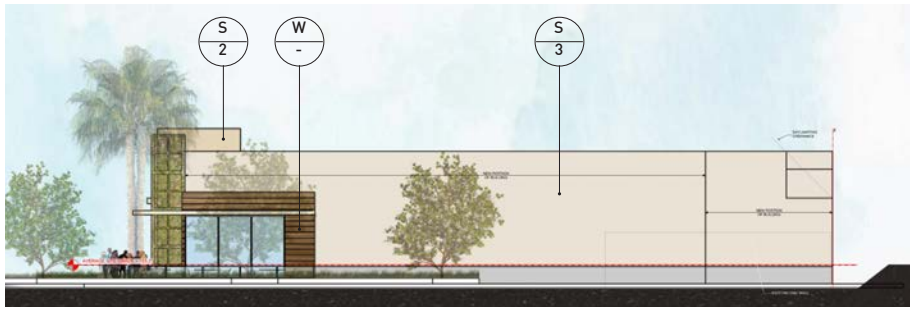
Figure 2-10
Gelson's Market Perspective

Source: DLR Group, October 2015.

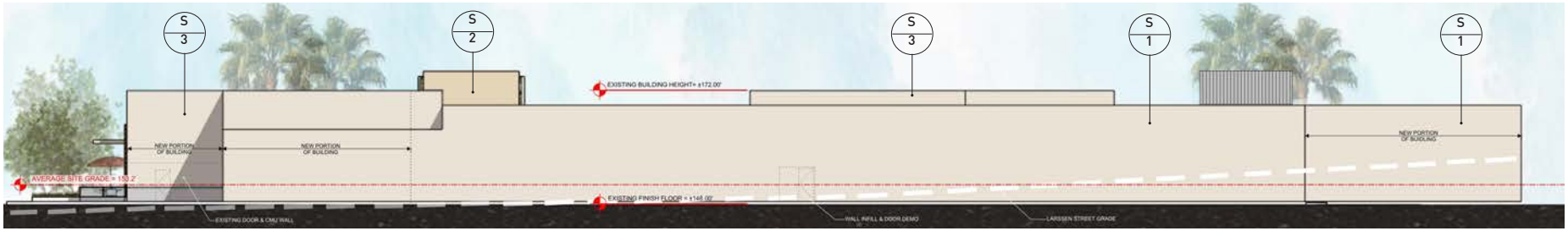
EAST BUILDING ELEVATION - 1



SOUTH ELEVATION - 2



NORTH ELEVATION - 3

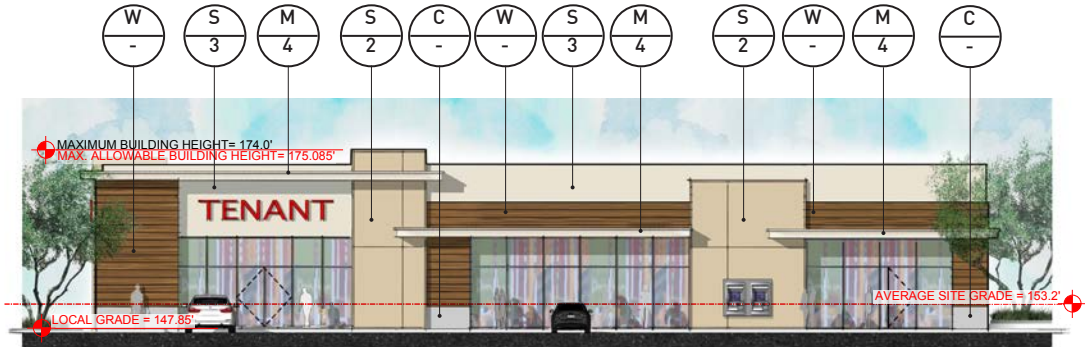


WEST ELEVATION - 4

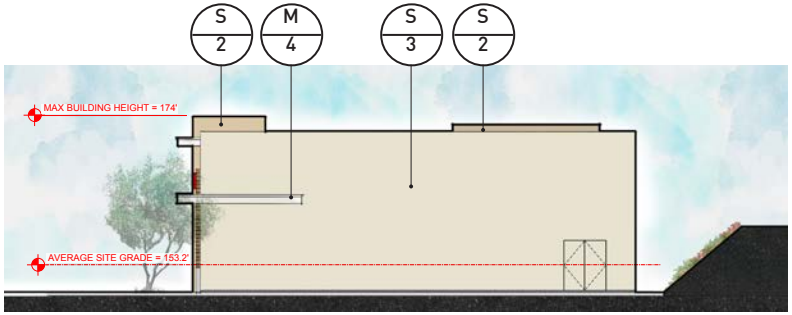
Source: DLR Group, November 2015.

EcoTierra consulting

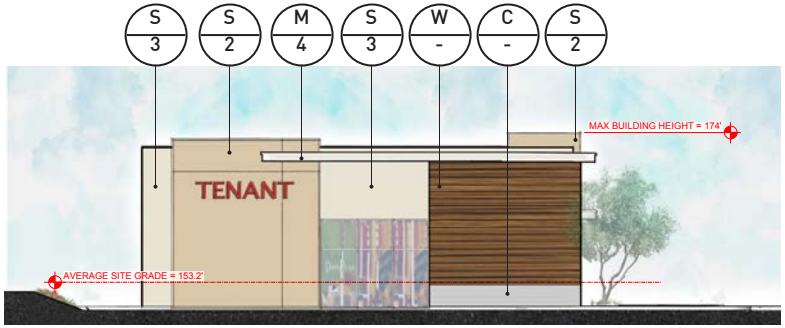
Figure 2-12
Gelson's Market Elevation



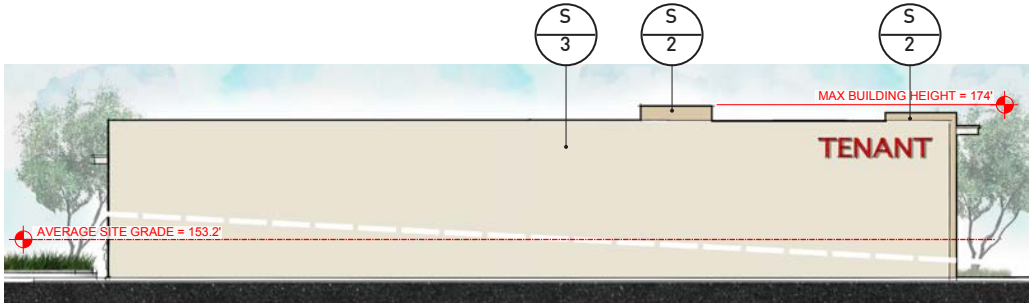
NORTH ELEVATION - 1



WEST ELEVATION - 2

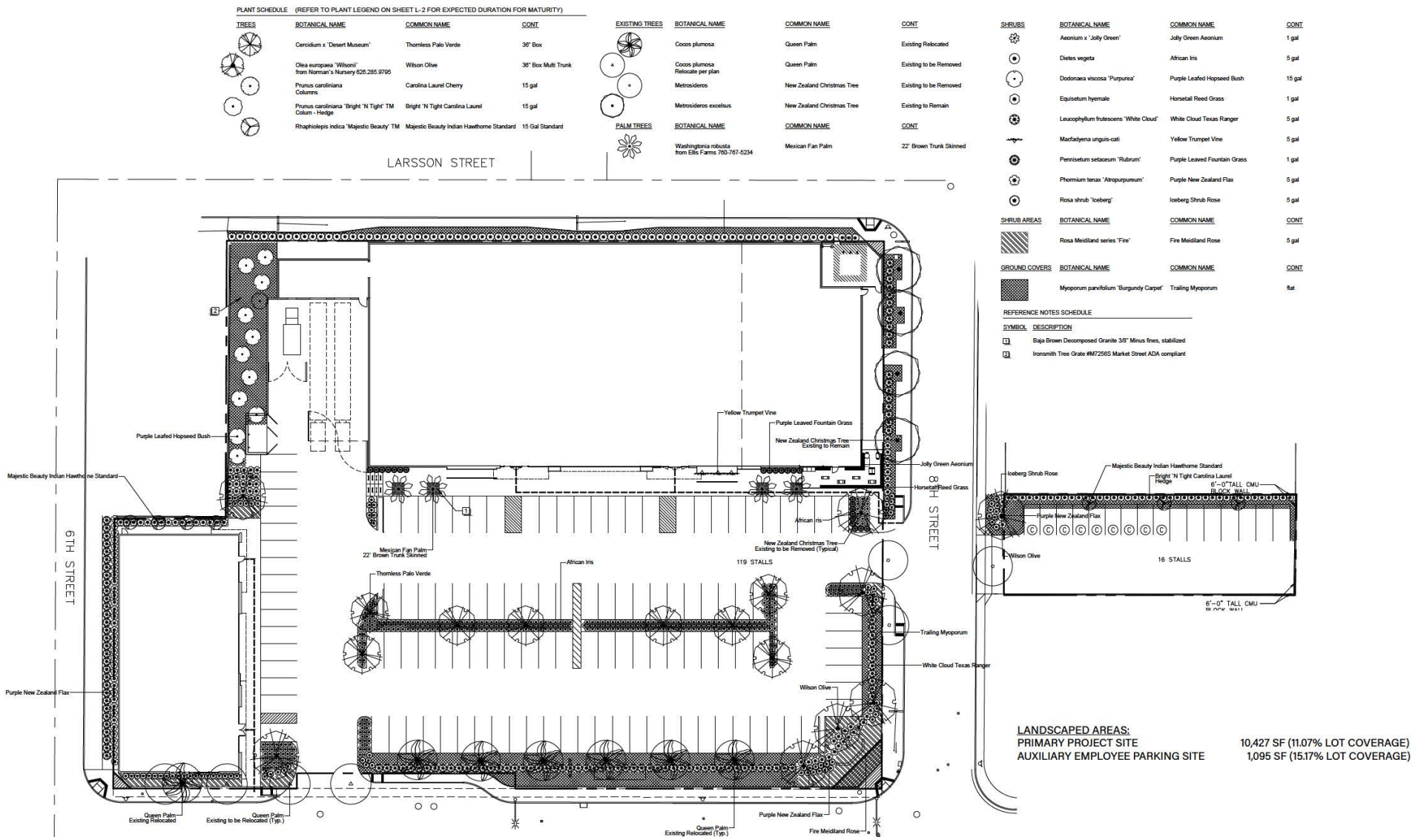


EAST ELEVATION - 3



SOUTH ELEVATION - 4

Source: DLR Group, November 2015.



Source: DLR Group, June 2016.

EcoTierra consulting

Figure 2-14
Landscape Plan

Table 2.2-1: Gelson's Market Project Components

Project Component	Characteristics
Demolition	
Primary Project Site	
Existing Auto Shop (partial)	4,880 SF
Existing Auto Shop Mezzanine (full)	4,800 SF
Existing Showroom (full)	6,339 SF
Showroom Mezzanine (full)	1,557 SF
Auxiliary Employee Parking Site	
801 N. Sepulveda Building (full)	2,242 SF
Total Demolition	**19,818 SF**
Renovation and Construction (Primary Project Site)	
Gelson's Market	20,531 SF (Remodel and Renovate)
Including Market and Mezzanine	7,369 SF (Construct)
Total Market	**27,900 SF**
Commercial Building	7,000 SF (Construct)
Total Project	**34,900 SF**
Parking	
Primary Project Site (707 N. Sepulveda Boulevard)	119
Auxiliary Employee Parking Site (801 N. Sepulveda Boulevard)	16 employee-only parking stalls
Total Parking	**135**
Surplus Employee Parking	20 leased employee-only parking spaces (10th/Sepulveda)
	5 leased employee-only parking spaces for weekend parking (Sepulveda/6th)
Total Parking (Including Restricted Hours and Leased) Spaces	**160**
Bicycle Parking	7 bicycle stalls
Landscaped Areas	
Primary Project Site	11.07 % Lot Coverage
Auxiliary Employee Parking Site	15.17 % Lot Coverage

Source: PCG MB, 2016.

Project Design

The project would be oriented toward Sepulveda Boulevard. As shown in Figure 2-9, the market building would be located along the western portion of the primary project site. The financial services/investment building would be located on the southern portion of the primary project site along 6th Street, to the east of an existing office building. The project would be contemporary in design. The project materials would include ipe wood, glass, painted metal panels, natural concrete, and stucco. The colors would include natural wood, white, gray, and beige. Perspectives of the project are shown in Figures 2-10 and -11.

The buildings proposed as part of the project are consistent with the Code's maximum building height limits. The primary project site has an existing grade that is not clearly representative of the site topography because of existing extreme slopes at Larsson Street and 6th Street. Under this circumstance, the Code has established regulations for the measurement of building heights. In compliance with the Code, no portion of the Gelson's Market building or the First Republic Bank building would have a height greater than 22 feet as measured from the average site elevation of 153.2 feet above sea level. The project's buildings would range in height from 20.8 feet to 25.5 feet above the finish floor, which is within the Code's allowed height of 26.4 feet based on the topographic conditions of the primary project site. At no point would any portion of any building extend beyond a height of 26.4 feet from the existing site grade under each respective building on the primary project site. This is in compliance with the Code's limitation that no building may exceed the maximum allowable height above existing grade or finish grade (whichever is lower) by more than twenty percent (22 feet multiplied by 1.2 (20 percent) equals 26.4 feet, and buildings would be measured from the lower existing grade). Building rooftop mechanical equipment would be screened on all sides. Ultimately there would be little change on the primary project site with regard to the buildings' height because the heights of the proposed project are similar to the unoccupied buildings currently existing on the primary project site. Project elevations are shown in Figures 2-12 and -13.

Landscaping and Tree Removal

The project site landscaping is shown in Figure 2-14. The project would include landscaping around the buildings and in the parking lots. Landscaping on the primary project site would include Thornless Palo Verde, Mexican fan palm, Wilson olive, and Carolina laurel trees, and a variety of shrubs and groundcovers surrounded by decomposed granite. Tree roots would be protected with tree grates. Existing Queen Palm trees would be relocated on the site. Landscaping on the 8th Street parking area would include trees, shrubs, and ground cover. A Queen Palm, Wilson Olive, and a New Zealand Christmas tree would be removed to allow for new drive aisles for access to both 707 and 801 N. Sepulveda Boulevard.

Site Access

As shown in Figure 2-9, access to the primary project site would be via one driveway on Sepulveda Boulevard and one driveway on 8th Street. The primary project site has one existing driveway on Sepulveda Boulevard, which would be relocated south of the existing driveway. The existing site driveway on 6th Street would be closed as part of the project. The 8th Street auxiliary employee parking site would be accessed by a new driveway on 8th Street. The project would include the dedication of land to allow for the construction of a deceleration lane on Sepulveda Boulevard by Caltrans.

Parking Management Plan

In order to manage the primary project site parking supply adequately for customers, so that demand does not overflow to adjacent properties or on-street parking areas, the project includes a Parking Management Plan. The Parking Management Plan would provide actions related to employee parking location designations, monitoring for employee and main lot parking use, and control measures related to employee and main lot parking use. The elements of the Parking Management Plan are described in Section 4.16 and Appendix H.

Grading

The project would require grading and excavation for building and parking area construction, utility line installation, and landscaping. The project would require approximately 2,290 cubic yards (CY) of cut and 320 CY of fill. Approximately 2,600 CY of soil would be exported from the site.

Operation

The project is expected to be completed and occupied in 2017.

The specialty market anticipates operating from 7:00 a.m. to 10:00 p.m. seven days a week. Loading operation would be restricted to Monday through Saturday from 7:00 a.m. to 1:30 p.m., and no deliveries would occur on Sunday. Other deliveries may occur at other times of the day via the front of the store or hand carried to the loading dock door. The loading dock area is located at a lower grade, and is enclosed with walls and a slat door on the southern side of the specialty grocery building.

The operational hours for the financial service/investment building are generally anticipated to take place between the hours of 9:00 a.m. and 5:00 p.m. Monday through Thursday, 9:00 a.m. to 6:00 p.m. on Friday, and 10:00 a.m to 2:00 p.m. on Saturday, with no operations taking place on Sunday.

The project would include maintenance, pest control, and cleaning activities in and around the buildings, including both the primary project site and auxiliary employee parking site. All trash would be dumped regularly and all building receiving doors would be closed unless deliveries were occurring to eliminate the potential for pests. All health department laws would be followed.

2.2.1 Project Construction

Schedule

Demolition on the site would occur over 1 month, with site grading and utility installation occurring over an approximately 2.5-month period. Concurrent with the grading/utility work, the building renovation and construction would occur over 6.5 months. Total project construction on the site would is expected to occur over a 7.5- to 8-month period.

Construction would be limited between 7:30 a.m. to 6 p.m. during weekdays and 9 a.m. to 6 p.m. on Saturdays. No construction would occur on Sundays or holidays. Construction hauling would be limited to between the hours of 9:00 a.m. and 3:00 p.m. to avoid impacts to traffic from haul trucks.

Construction Equipment

The project would require the use of heavy equipment at various stages of construction such as demolition, excavation, and concrete installation. Equipment anticipated on site would include two claw-type pieces during demolition; excavators, loaders, water trucks, and dump trucks during excavation, concrete pump and screeds for concrete installation, and contractor trucks and a grader throughout construction.

2.2.2 Related Projects

Section 15063(b) of the State CEQA Guidelines provides that Initial Studies consider the environmental effects of all phases of a proposed project. Cumulative impacts are two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (State CEQA Guidelines Section 15355). Cumulative impacts may be analyzed by considering a list of past, present, and probable future projects producing related or cumulative impacts.

All projects recently approved, under construction, or to be developed in the reasonably foreseeable future projects (i.e., those projects with pending applications) that could potentially produce a related cumulative environmental impact, when considered in combination with the proposed project are evaluated.

In addition to the use of the ambient growth rate, listings of potential related projects in the study area that might be developed within the study time frame (2017) were obtained from the City and other surrounding cities in the vicinity of the project.

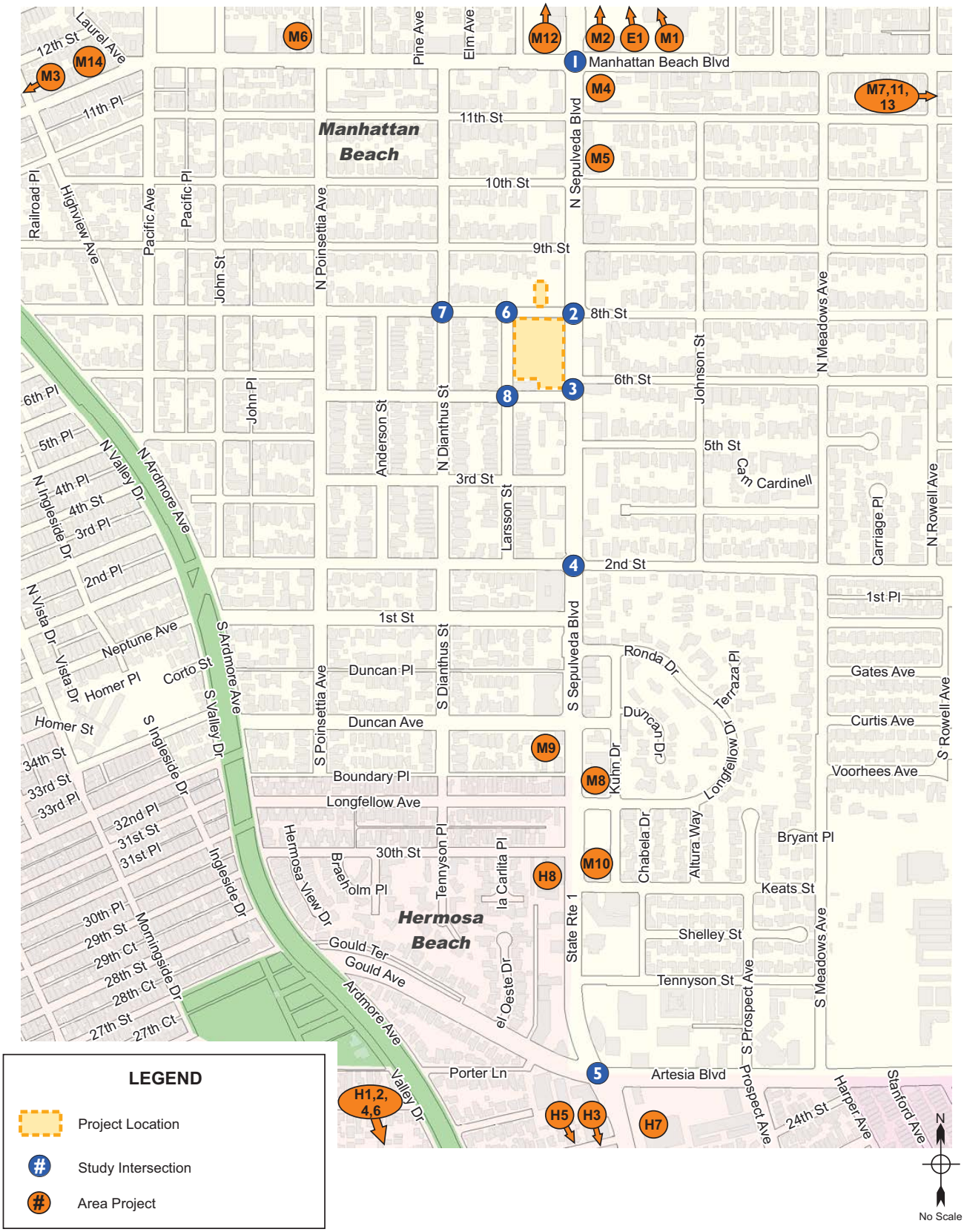
Table 2-2 shows the related/area projects (approved and pending developments) that were also included as part of the year-2017 analysis. Twenty-three related projects were identified for inclusion in the traffic impact analysis. The locations of these 23projects are illustrated on Figure 2-15 (Related Projects Location Map).

Table 2-2: List of Related Projects

No.	Proposed Land Use	Size	Location
City of Manhattan Beach			
M1	Manhattan Village Shopping Center	617K SF	3200-3600 S Sepulveda Boulevard
M2	Chalk Preschool	119 Students	1114 22nd Street
M3	Retail Office	3,500 SF 3,427 SF	213 Manhattan Beach Boulevard
M4	Rite Aid Store	13,000 SF	1100 Manhattan Beach Boulevard
M5	Medical Office Pharmacy Coffee Shop	22,970 SF 665 SF 1,715 SF	1000 N. Sepulveda Boulevard
M6	General Office Deli	15,000 SF 700 SF	865 Manhattan Beach Boulevard
M7	Office Building	5,000 SF	1101 Aviation Boulevard

No.	Proposed Land Use	Size	Location
M8	Sketchers Office Building Addition	20,328 SF	330 S. Sepulveda Boulevard
M9	Sketchers Office Building	37,174 SF	305 S. Sepulveda Boulevard.
M10	Remax Medical Office Conversion	40,000	400 S. Sepulveda Boulevard
M11	Office Building	3,000	1800 Manhattan Beach Boulevard
M12	Office Building	4,700	2205 Sepulveda Boulevard
M13	Mixed Use Building Apartment	1,800 1	1762 Manhattan Beach Boulevard
M14	Residential Condo Building	5	757 Manhattan Beach Boulevard
City of El Segundo			
E1	The Pointe at Plaza El Segundo Shopping Center	124,308 SF	820-850 S Sepulveda Boulevard
City of Hermosa Beach			
H1	E&B Oil Industrial Development	1.3 acres	555 6th Street
H2	Clash Hotel	30 rooms	1429 Hermosa Avenue
H3	Office Building	10,124 SF	2101 Pacific Coast Highway
H4	Office Building	8,780 SF	906 Hermosa Avenue
H5	Office Building	3,000 SF	824 1st Street
H6	Mermaid Project Hotel Restaurant Retail Existing Restaurant Existing Retail	 120 rooms 7,500 SF 7,500 SF (9,250) (13,500)	The Strand/Pier Avenue
H7	Retail Restaurant Office	100,000 SF 3,000 SF 9,000 SF	2420 Pacific Coast Highway
H8	Sketchers Design Center	133,339 SF	2851-3125 Pacific Coast Highway

SF = square feet
Source: KOA, March 2016.



Source: KOA Corporation, March 2016.

2.3 PROJECT BEST MANAGEMENT PRACTICES AND MITIGATION MEASURES

This section summarizes the project Best Management Practices (BMPs) and mitigation measures presented within Section 4 of this Initial Study.

Biological Resources

Mitigation Measure BIO-1: Inhibition of Nesting

All potential nesting substrate (e.g., bushes, trees, grasses, and other vegetation, as well as buildings) that are scheduled to be removed by the project should be removed prior to the start of the nesting season (e.g., prior to February 1). The purpose would be to preclude the initiation of nests on these substrates, and minimize the potential for delay of the project due to the presence of active nests.

Mitigation Measure BIO-2: Nesting Bird Pre-Construction Surveys

If any construction activities are to occur during the nesting bird season (February 1-August 31), then pre-construction surveys for nesting birds shall be conducted by a qualified biologist to ensure that no nests shall be disturbed by project construction activities. These surveys shall be conducted no more than seven days prior to the initiation of construction activities in any given area; because construction may be phased, surveys shall be conducted prior to the commencement of each phase of construction. During each survey, the biologist shall inspect all potential nesting habitats (e.g., trees, shrubs, grasslands, and buildings) within the work area and within 250 feet of the work area for raptor nests and within 100 feet of the work area for nests of non-raptors.

If an active nest (i.e., a nest with eggs or young, or any completed raptor nest attended by adults) is found close to work areas to be disturbed by these activities, the qualified biologist shall determine the extent of a disturbance-free buffer zone to be established around the nest (typically 250 feet for raptors and 50 to 100 feet for non-raptors), to ensure that no active nests of species protected by the MBTA and California Fish and Game Code shall be disturbed during construction. In some circumstances, a qualified biologist, in consultation with the CDFW, can recommend that these buffers be modified based on topography, existing levels of disturbance, screening vegetation, and other factors.

Cultural Resources

Mitigation Measure CR-1: Unanticipated Archeological Resources

Pursuant to CEQA Guidelines 15064.5 (f), "provisions for historical or unique archaeological resources accidentally discovered during construction" shall be instituted. Therefore, in the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the City of Manhattan Beach shall consult with a qualified archaeologist to assess the significance of the find. If any find is determined to be significant, representatives of the City and the qualified archaeologist would meet to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report prepared by the qualified archaeologist according to current professional standards.

Mitigation Measure CR-2: Unanticipated Paleontological Resources

The project proponent and the City shall notify a qualified paleontologist of unanticipated discoveries, made by construction personnel and subsequently document the discovery as needed. In the event of an unanticipated discovery of a possible fossil during construction, excavations within 50 feet of the find shall be temporarily halted or diverted until the discovery is examined by a qualified paleontologist. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find.

Mitigation Measure CR-3: Discovery of Human Remains

In the unlikely event of the discovery of human remains, CEQA Guidelines 15064.5 (e)(1) shall be followed, which is as follows:

1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:
   (A) The Coroner of the county in which the remains are discovered is contacted to determine that no investigation of the cause of death is required, and
   (B) If the coroner determines the remains to be Native American:
      1. The coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours.
      2. The NAHC shall identify the person or persons it believes to be the most likely descended from the deceased Native American.

The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.

Geology and Soils

Best Management Practices

During construction, the construction contractor shall follow all site preparation recommendations included in the latest geotechnical report for the project including related to vegetation removal, removal of existing and subsurface improvements and structures, excavations, slope grades, compaction, and site fills.

Mitigation Measure GEO-1: Geotechnical Plan Review

Prior to the issuance of grading and building permits, the City Engineer shall review all geotechnical reports, grading plans, and building plans for site preparation and grading, site drainage improvements, and design parameters for foundations, retaining walls, landscaped rooftop area, and pavement areas, to ensure that the recommendations in the Geotechnical Report have been properly incorporated into the project design. The City Engineer shall provide recommendations regarding the geotechnical design/feasibility that are to be incorporated as conditions of approval for the project, satisfied as part of the building permit/construction/grading permits for the project.

Mitigation Measure GEO-2: Geotechnical Plan Review

During construction, the City shall inspect, test (as needed), and approve all geotechnical aspects of project construction, including site preparation and grading, site surface and subsurface drainage improvements, and excavations for foundations and retaining walls prior to the placement of steel and concrete. A final inspection of site drainage improvements and excavations shall also be completed by the City to verify conformance with geotechnical recommendations.

Hazards and Hazardous Materials

Mitigation Measure HH-1: Unknown and Undocumented Contamination

If previously unknown and undocumented hazardous materials are encountered during construction or accidentally released as a result of construction activities the following procedures shall be implemented:

- A hazardous materials expert be on call in the event any unknown or undocumented hazardous materials are encountered during construction
- If hazardous materials are encountered work shall stop immediately and the hazardous materials expert shall be brought in to assess risk and determine appropriate remediation. The hazardous materials shall identify the scope and immediacy of the problem
- Coordination with the responsible agencies shall take place (Department of Toxic Substances Control, the Regional Water Quality Control Board, or the U.S. Environmental Protection Agency)
- The necessary investigation and remediation activities shall be conducted to resolve the situation before continuing construction work.

Mitigation Measure HH-2: Asbestos Containing Materials

Asbestos was detected in flooring materials. In order to prevent impacts to construction workers and the public the following procedures shall be implemented:

- Developer shall notify employees and occupants regarding the presence and location of asbestos materials as required under California Health and Safety Code.
- An abatement contractor shall remove asbestos materials prior to demolition, (refer to regulations regulated under California Title 8 1529, 29CFR 1926.1101, South Coast Air Quality Management District (SCAQMD) Rule 1403 and other. Removal of lead shall be performed by lead-certified workers following 5-day California Dept. of Public Health (CDPH) notification, under Cal. Title 8 S1532.1. Contractor shall drum and profile all waste prior to transport and disposal. When profiling, Contractors shall not mix potential lead-containing waste with any other materials (e.g. paper suits).

Hydrology and Water Quality

Best Management Practices

During construction, the construction contractor shall implement erosion and sedimentation controls, dewatering (nuisance-water removal), runoff controls, and construction equipment

maintenance in compliance with the 2012 MS4 Discharge Permit that requires the City to condition development approvals with incorporation of specified stormwater controls.

During project operation, the project owner shall be responsible for maintaining and repairing landscaping, building, and parking areas to maintain proper drainage, operation of water quality treatment features, and efficient conveyance of project site run-off to site drainage features.

Noise

Mitigation Measure NOI-1

A temporary, continuous sound barrier shall be erected along the perimeter of the project site. The barrier shall be at least 8 feet in height and constructed of materials achieving a Transmission Loss (TL) value of at least 20 dBA, such as ½ inch plywood.

Mitigation Measure NOI-2

Exterior noise-generating construction activities shall be limited to Monday through Friday from 7:30 A.M. to 6:00 P.M., and from 9:00 A.M. to 6 P.M. on Saturdays. No noise-generating exterior construction activities shall occur on Sundays or City-observed holidays.

Mitigation Measure NOI-3

Construction activities shall be scheduled so as to avoid operating several pieces of heavy equipment simultaneously when close to nearby sensitive uses, which causes high noise levels.

Mitigation Measure NOI-4

Noise-generating construction equipment shall be equipped with effective noise control devices; i.e., mufflers, lagging, and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise due to worn or improperly maintained parts would be generated.

Mitigation Measure NOI-5

Engine idling from construction equipment such as bulldozers and haul trucks shall be limited. Idling of haul trucks shall be limited to five (5) minutes at any given location as established by the South Coast Air Quality Management District.

Mitigation Measure NOI-6

Noise and groundborne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling, staging) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.

Mitigation Measure NOI-7

Barriers such as, but not limited to, plywood structures or flexible sound control curtains shall be erected around on-site stationary equipment (e.g., compressors and generators) to minimize the amount of noise during construction on the nearby noise-sensitive uses.

Mitigation Measure NOI-8

The construction contractor or project applicant shall provide a construction site notice that includes the following information: job site address, permit number, name and phone number of

the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

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3.1 INITIAL STUDY AND ENVIRONMENTAL CHECKLIST FORM

Project Title:	Manhattan Beach Gelson's Market Project
Lead Agency's Name and Address:	City of Manhattan Beach, Community Development Department 1400 Highland Avenue Manhattan Beach, CA 90266
Lead Agency Contact:	Marisa Lundstedt, Community Development Director
Project Location:	707 and 801 N. Sepulveda Boulevard Manhattan Beach, CA90266
General Plan Land Use Designation:	General Commercial
Zoning:	General Commercial
Description:	The project proposal consists of the establishment of the following: (i) a 27,900 square foot specialty grocery store, including onsale and offsale alcohol sales and instructional tastings, with incidental hot and cold prepared food offerings and incidental seating areas (206 square-foot indoor incidental seating area and 503 square-foot incidental outdoor patio seating area), to be tenanted by Gelson's Market; (ii) an up to 7,000 square foot building, to be tenanted by First Republic Bank which has a retail services and primarily operates as a financial services and investments company; (iii) associated business identification signage; (iv) a surface parking lot on the primary project site; and (v) a surface parking lot for employee use on the auxiliary employee parking site. The project proposal anticipates that the existing collision repair facility would be partially demolished, and that the showroom and service depot would be entirely demolished. The project proposes to remodel the remaining portion of the existing collision repair facility and reconstruct 7,369 square feet of building area (consisting of 6,060 square feet of building area and a 1,309 square foot mezzanine space) to establish a 27,900 square foot specialty grocery market. In addition, a new up to 7,000 square foot financial service/investment building would be constructed on the southern portion of the primary project site, near the corner of Sepulveda Boulevard and 6th Street adjacent to an existing office building. The remainder of the primary project site's existing surface parking lot would be reconfigured and improved with on-site parking spaces. The existing 2,242 square foot building on the auxiliary employee parking would be entirely demolished, and no new buildings would be constructed on this site. The site would be redeveloped as an employee parking lot to provide employee parking, if needed, to the project tenants. In addition, the parking lot areas of the project would be landscaped with drought resistant vegetation. Required off-street parking would be provided parking on the primary project site and on the auxiliary employee parking site. A total of one hundred thirty-five (135) off-street surface parking spaces would be permanently maintained for the project at all times. The existing surface parking lot on the primary project site would be reconfigured to provide one hundred nineteen (119) parking spaces, including five (5) accessible parking spaces. The auxiliary employee parking site would be redeveloped with sixteen (16) parking spaces.

	Although not required to address project employee parking demands, the project applicant has leased an additional twenty (20) employee-only parking spaces to provide surplus employee parking, if necessary, at an off-site parking lot that is located two blocks north of the site at 10th Street, west of Sepulveda Boulevard. Additionally, the applicant has leased 5 surplus employee parking spaces at an off-site office building parking lot (unoccupied on weekends) approximately one-half of a block south of the primary project site, on the west side of Sepulveda Boulevard at 6th Street. Consistent with City requirements, the project would include seven (7) bicycle parking spaces.
Agencies Whose Approval Is Required: An encroachment permit would be required from the California Department of Transportation (Caltrans) for driveway access changes as the project site is located on Sepulveda Boulevard (SR-1). Demolition notification to the South Coast Air Quality Management District (SCAQMD) would be necessary for asbestos control.	
Surrounding Land Uses: The project sites consist of under-utilized commercial buildings and surface parking areas. The project site is located on Sepulveda Boulevard, between 6th and 8th Streets, on a parcel on the north side of 8th Street, and to the west of Sepulveda Boulevard. The sites are located in a predominately commercial area along Sepulveda Boulevard adjacent to a fast food restaurant and an office building. Suburban residential development is located to the west. The project sites are designated as General Commercial under the City's General Plan, and zoned as General Commercial.	

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Less Than Significant with Mitigation Incorporation" as indicated by the checklist on the following pages. As stated in the Determination, there are no impacts that remain "Potentially Significant" following mitigation.

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

Determination

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier Environmental Impact Report (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.

Marisa Lundstedt
Community Development Director
City of Manhattan Beach

7/15/16
Date

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4.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			✓	
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?			✓	

4.1.1 Environmental Setting

The study area for the analysis of aesthetic resources encompasses zones with views of the project area. In general, the study area includes a variety of land uses, including commercial development along Sepulveda Boulevard, residential areas on the east and west side of Sepulveda Boulevard, and the Veterans Parkway, a public open space and trail to the west of the project site.

The project site is currently developed with three commercial buildings, approximately two-stories in height, and an auto lot area. The tallest of the on-site commercial buildings is located at the intersection of Sepulveda Boulevard and 8th Street. The project site fronting Sepulveda Boulevard is dominated by a surface parking lot.

The largest building is constructed of cinder block and is set along the western edge of the site. Another building is located at the southwestern corner of the site. The site slope rises from east to west and north to south. Landscaping is installed along the street and all edges of the site.

4.1.2 Checklist Discussion

Checklist Item a:

No scenic vistas, as defined within the City of Manhattan Beach General Plan, exist within the project area.[5] Sepulveda Boulevard (SR-1) is listed as a First Priority Scenic Highway by the County of Los Angeles.[6] First Priority Scenic Highways are not considered Adopted Scenic Highways, but are highways proposed for further study for adoption as Scenic Highways.

[5] Manhattan Beach Municipal Code § 16.60.050.
[5] City of Manhattan Beach General Plan, 2003.
[6] County of Los Angeles, Scenic Highway Element, Figure SH-2. October 11, 1974.

The project area is within a developed built environment. The visual setting of the project area is dominated by urban structures, and views within the project area are limited. Public views of the project area are available from Sepulveda Boulevard and adjoining commercial and residential uses. From the residential areas located slightly upslope from the project site on Larsson Street, the views of the project area are substantially screened by project site buildings and existing vegetation. Additionally, the project is not located in an area defined as a scenic view or vista. Since the proposed development would not substantially affect an existing scenic vista, impacts would be ***less than significant***.

Checklist Item b:

The project is not located on an officially designated California State Scenic Highway[7], nor is the project area eligible for such designation. The project is located on a County First Priority Scenic Highway.[8] First Priority Scenic Highways are not considered Adopted Scenic Highways, but are highways proposed for further study for adoption as Scenic Highways. The project would redevelop the site with uses consistent with the existing development. Therefore, this impact would be ***less than significant***.

Checklist Item c:

The proposed development would result in the construction of two commercial structures. The existing view shed along Sepulveda Boulevard is characterized by low-density commercial uses. Existing residential uses are visible when looking down side streets from Sepulveda Boulevard.

Construction activities would temporarily reduce the aesthetic qualities of the site in the project area by introducing construction equipment, materials, and work crews into the view shed. General construction activities would include demolition, excavation, earth movement, and concrete assembly. However, these construction activities would be short-term in duration and impacts to the view shed would be temporary in nature.

The proposed project would change the existing auto business character of the project site, currently dominated by a large cinder block building, showroom and surface parking, and limited landscaping to commercial market and financial services development and landscaped parking areas. The project site is currently developed with a commercial uses and the project would not change the commercial nature of the site.

The buildings proposed as part of the project are consistent with the Code's maximum building height limits. The primary project site has an existing grade that is not clearly representative of the site topography because of existing extreme slopes at Larsson Street and 6th Street. Under this circumstance, the Code has established regulations for the measurement of building heights. In compliance with the Code, no portion of the specialty market building or the financial service/investment building would have a height greater than 22 feet as measured from the average site elevation of 153.2 feet above sea level. The project's buildings would range in height from 20.8 feet to 25.5 feet above the finish floor, which is within the Code's allowed height of 26.4 feet based on the topographic conditions of the primary project site. At no point would any portion of any building extend beyond a height of 26.4 feet from the existing site grade under each respective building on the primary project site. This is in compliance with the

[7] Caltrans. September 2011, *California Scenic Highway Mapping System.* Website: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/scenic_hwy.htm. Accessed: August 24, 2015.
[8] County of Los Angeles, Scenic Highway Element, Figure SH-2. October 11, 1974.

Code's limitation that no building may exceed the maximum allowable height above existing grade or finish grade (whichever is lower) by more than twenty percent (22 feet multiplied by 1.2 (20 percent) equals 26.4 feet, and buildings would be measured from the lower existing grade).[9] Building rooftop mechanical equipment would be screened on all sides. Ultimately there would be little change on the primary project site with regard to the buildings' height because the heights of the proposed project are similar to the unoccupied buildings currently existing on the primary project site.

The project would be smaller in square footage and therefore less dense than the existing development. Additionally, the site is located along Sepulveda Boulevard in an area of commercial uses. Thus, the project would be consistent with zoning for the area and not a substantial change from the density along Sepulveda Boulevard. The project would include new landscaping and a more cohesive building and site design, which would add architectural variety and interest to the streetscape. Therefore, the proposed project would not degrade the existing visual character or quality of the site and its surroundings and this impact would be ***less than significant***.

Checklist Item d:

The project site's existing buildings and site lighting contribute light sources that affect views of and from the project site.

Construction

No construction work would be conducted during the night-time. No floodlighting would be used and construction night lighting would consist of some safety and security lighting during the construction period. This lighting would be similar to lighting in use on the site and would not generate new or excessive lighting during construction and this impact would be ***less than significant***.

Operation

Shade/Shadow

The proposed development would result in the construction of two commercial structures. For the most part, the project would extend the existing building along Larsson Street between 6th and 8th streets. As stated previously, there would be little change on the primary project site with regard to the buildings' height because the heights of the proposed project are similar to the unoccupied buildings currently existing on the primary project site (see Figure 2-10, Gelson's Market Elevation). Residential development is located on the west side of Larsson Street, across the street. A commercial building is located at the corner of 6th Street and Larsson Street, immediately adjacent to the project. The extension towards 6th Street would generally be in the same location as the existing building and the height would be consistent with Code requirements. As the proposed specialty market building would be similar in height to the existing buildings, there would be no potential to create new shadows that would impact the residential uses across Larsson Street. There are no residential uses on the north side of 8th Street directly across the street from the Gelson's Market building and there would be no potential for the Gelson's Market to create new shadows that would impact residential uses across 8th Street. Several new residential structures are being constructed adjacent to the auxiliary employee

[9] Manhattan Beach Municipal Code § 16.60.050.

parking lot; however, no structures are proposed on the lot and there would be no potential for the creation of shadows that would impact these residences.

The proposed 7,000 SF financial services/investment company building would be located in the southeast corner of the site, along 6th Street to the east of an existing building at the corner of 6th and Larsson Streets. This building would be 22 feet in height as measured from the average site elevation at its tallest point. Buildings on 6th Street, directly across from the proposed building, are occupied by commercial and parking lot uses. Residential development is located on the east side of Larsson Street to the south of 6th Street. A commercial building is located at the corner of 6th Street and Larsson Street, immediately adjacent to the financial services/investment company building. 6th Street in this area slopes down from west to east. The financial services/investment company building would be lower in height than the existing building that is located to the west at the corner of 6th and Larsson Streets. As such, there would be no potential to create new shadows that would impact residential or commercial uses along 6th or Larsson Streets.

Overall, impacts to shade and shadow would be ***less than significant***.

Glare

The proposed project would have the potential to introduce glare through the development of new commercial space. The project design would be contemporary in style and include some windows. Project materials would include ipe wood, glass, painted metal panels, natural concrete, and stucco. The color palette would consist of natural wood, white, gray, and beige. Rooftop mechanical equipment would be screened on all sides. The Gelson's Market would include some areas of glass at the front of the building. All glass on the 7,000 SF commercial building would face towards the interior of the site.

The nature of the project materials would limit their reflectivity and would not substantially increase glare on the site. Overall, the project would reduce the amount of glass surfaces from the existing uses, particularly along 8th Street. No residential uses are located directly across the 8th Street edge of the Gelson's Market building and glass would not be located in areas opposite of any residential uses. Several new residential structures are being constructed adjacent to the auxiliary employee parking lot; however, no structures with glass are proposed on the lot and there would be no potential for the creation of glare that would impact these residences. Therefore, the location and amount of glass would not project glare onto any adjacent residential or commercial land uses and would not increase glare from development on the project site. Impacts from glare would be ***less than significant***.

Artificial Light

The proposed project would have the potential to introduce new lighting sources through the development of new commercial space and associated site lighting. The existing building does not include any windows along Larsson Street and the project would not include any new windows along Larsson Street. Therefore, the project would not result in the creation of any new sources of light or glare along Larsson Street that would be visible to residential uses.

New buildings and additions on the site along 6th and 8th Streets would be located closer to existing uses along these streets. The proposed building along 6th Street would face towards the interior of the site and would not include any windows in the direction of 6th Street. Therefore, there is no potential for light trespass from the proposed financial building.

The market addition along 8th Street would include glass areas that would be located closer to 8th Street than the existing development; however, this new development would be located near to the proposed parking lot and existing parking lot uses along 8th Street and not residential uses.

Additionally, the City's Standard Conditions of Approval would prohibit up-lighting and/or flood lights and would require that the lights be downward directed and shielded to prevent off-site glare. Therefore, artificial light emanating from the project buildings would be ***less than significant***.

The project would require site lighting for the parking areas. The project's lighting includes site lighting; however, this lighting would be less intense than the existing lighting on the site, and the potential for site lighting to spill over areas outside the project boundaries would be reduced from existing conditions. Site lighting fixture type and location would be designed to reduce project site lighting spillover. Site lighting would be blocked from residential uses on Larsson Street by the market building. Site lighting would be blocked from residential uses along Larsson Street south of 6th Street by the financial building and the existing office building on 6th Street (not part of the project). The 8th Street parking lot would be located adjacent to new residential uses to the west; however, the lot would be landscaped with hedges that would serve to further reduce the potential for light trespass from site lighting. Therefore, this impact would be ***less than significant***.

Mitigation

No mitigation required.

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4.2 AGRICULTURE AND FORESTRY RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
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?				✓

4.2.1 Environmental Setting

The study area for agricultural and forest resources encompasses the area of ground disturbance for construction impacts and the surrounding area.

The proposed project would be located in an urban area of Los Angeles County within the City of Manhattan Beach. The project site is not classified as an Agricultural Resource Area by Los Angeles County[10] or classified as Urban and Built-Up Land by the California Department of Conservation[11]. The area consists of commercial land uses, single- and multi-family residential development, and other non-agricultural or non-forest land uses. There are no lands designated as Farmland, zoned for agriculture, under Williamson Act Contracts, or zoned as Timberland.

[10] Los Angeles County, Department of Regional Planning, May, 2014.
[11] California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program. 2006. *Important Farmland In California*.

4.2.2 Checklist Discussion

Checklist Items a, b, c, d, and e:

The proposed project would not affect any farmland or areas zoned for agricultural uses or timberland production and forest. There are no Prime Farmlands, Unique Farmlands, Farmlands of Statewide importance or Forest or Timberland Production lands on or near the proposed project site, as indicated in the 2011 Department of Conservation Farmland Mapping and Monitoring Program map. In addition, the nature of the proposed project would not cause a change in the existing environment that would result in the conversion of farmland or forest land to non-agricultural or forest use because no farmland or forest land exists in the area.

The Williamson Act is a program that allows land used for farming or ranching to be taxed at a rate based on the actual use of the land for agricultural purposes as opposed to its unrestricted market value. The site of the proposed project is not under a Williamson Act contract. Therefore, the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract.

The project would have ***no impact*** on agricultural and forestry resources in the project area nor would it contribute to a cumulative impact on agricultural and forestry resources in the project area.

Mitigation

No mitigation required.

4.3 AIR QUALITY

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			✓	
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?			✓	

4.3.1 Environmental Setting

The pertinent environmental and regulatory setting is described under each checklist question.

4.3.2 Checklist Discussion

Checklist Item a:

A significant air quality impact may occur if a project is not consistent with the applicable Air Quality Management Plan (AQMP), or would in some way represent a substantial hindrance to employing the policies, or obtaining the goals, of that plan.

The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources to meet federal and State ambient air quality standards. It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs). The most recent of these was adopted by the Governing Board of the SCAQMD on December 7, 2012. This AQMP, referred to as the 2012 AQMP, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. The 2012 AQMP identifies the control measures that will be implemented over a 20-year horizon to reduce major sources of pollutants. Implementation of control measures established in the previous AQMPs has substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin.

The future air quality levels projected in the 2012 AQMP are based on several assumptions. For example, the SCAQMD assumes that general new development within the Basin will occur in accordance with population growth and transportation projections identified by the Southern California Association of Governments (SCAG) in its most current version of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which was adopted on April 4, 2012. The 2012 AQMP also assumes that general development projects will include strategies (mitigation measures) to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations which are designed to address air quality impacts and pollution control measures.

For general development projects, the SCAQMD recommends that consistency with the current AQMP be determined by comparing the population generated by the project to the population projections used in the development of the AQMP. Projects that are consistent with SCAG's applicable growth projections would not interfere with air quality attainment because this growth is included in the projections utilized in the formulation of the 2012 AQMP. As such, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds. However, exceeding the AQMP population projections could jeopardize attainment of the air quality conditions projected in the AQMP and is considered to be a significant impact. The proposed project would comply with all SCAQMD rules and regulations that are in effect at the time of development and that are applicable to the project, and the project applicant is not requesting any exemptions from the currently adopted or proposed rules.

The project would partially demolish one existing building, fully demolish two buildings and demolish/remove existing surface parking lots to accommodate the renovation and construction of approximately 27,900 square feet of market space, up to 7,000 square feet of financial services/investment company and associated surface parking. Accordingly, and further discussed in Question 4.13(a) herein, the project would involve commercial redevelopment of the site and would not result in any substantive changes to the population and housing totals for the City of Manhattan Beach. In addition, as discussed in detail herein (see Checklist Items 4.3(b) through e)), the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Thus, the project would be consistent with the regional growth projections accounted for in the AQMP and the proposed project would not conflict with or impair implementation of the AQMP. Therefore, this impact would be ***less than significant***.

Checklist Items b:

A project may have a significant impact if project-related emissions would exceed federal, State, or regional standards or thresholds, or if project-related emissions would substantially contribute to an existing or projected air quality violation. To address potential impacts from construction and operational activities, the SCAQMD currently recommends that impacts from projects with mass daily emissions that exceed any of the thresholds outlined in Table 4.3-1, SCAQMD Thresholds of Significance, be considered significant. The City of Manhattan Beach defers to these thresholds for the evaluation of construction and operational air quality impacts.

Table 4.3-1: SCAQMD Thresholds of Significance

Pollutant	Construction Thresholds (lbs/day)	Operational Thresholds (lbs/day)
Volatile Organic Compounds (VOC)	75	55
Nitrogen Oxides (NO_x)	100	55
Carbon Monoxide (CO)	550	550
Sulfur Oxides (SO_x)	150	150
Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55

Note: lbs = pounds.
Source: South Coast Air Quality Management District.

Regional Construction Emissions

Construction activities associated with the proposed project would be undertaken in three main steps: (1) demolition/site clearing, (2) grading, site preparation and foundations, and (3) building construction and renovation.

Demolition and site clearing would occur for approximately one month and would require the demolition and removal of 19,818 square feet of building area and demolition/removal of approximately 55,000 square feet of surface parking areas. See Appendix B to this IS/MND for more detail. This analysis assumes daily on-site demolition activities would require the following equipment: one concrete/industrial saw, one rubber tired dozer, and three tractors/loaders/backhoes.

Grading, site preparation and foundations would occur for approximately 2 to 3 months and this analysis assumes the export of up to approximately 2,600 cubic yards (cy) of soil. This phase would include mass grading and over-excavation, utility line installation, and retaining wall backfill activities. This analysis assumes daily grading, site preparation and foundation activities would require the following equipment: one grader, one rubber tired dozer, and two tractors/loaders/backhoes.

Building construction and renovation would occur for approximately 6 to 7 months and would include the construction of the proposed structure, connection of utilities, laying irrigation for landscaping, finishing/architectural coatings, paving and striping of the parking areas, and landscaping. It is estimated that architectural coating and finishes would occur over the final 3 months and paving would occur over the final month of this phase. This analysis assumes that the maximum daily construction building activities would require the following equipment: one crane, two forklifts, one generator set, one tractor/loader/backhoe, three welders, one air compressor, one paver, two rollers and one piece of paving equipment.

These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities involving grading would primarily generate $PM_{2.5}$ and PM_{10} emissions. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the project site) would primarily generate NO_x emissions. The application of architectural coatings would primarily result in the release of ROG emissions.

The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod 2013.2.2) recommended by the SCAQMD. Due to the construction time frame and the normal day-to-day variability in construction activities, it is difficult, if not impossible, to precisely quantify the daily emissions associated with each phase of the proposed construction activities.

Table 4.3-2, Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to occur on peak construction days for each construction phase. These calculations assume that appropriate dust control measures would be implemented as part of the proposed project during each phase of development, as required by SCAQMD Rule 403 - Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas.

As shown in Table 4.3-2, construction-related daily emissions associated with the proposed project would not exceed any regional SCAQMD significance thresholds for criteria pollutants during the construction phases. Therefore, regional construction impacts are considered to be ***less than significant***.

Table 4.3-2: Operational Criteria Pollutant Screening Level Sizes

Emissions Source	Emissions in Pounds per Day					
	ROG	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Demolition/Site Clearing						
Fugitive Dust	--	--	--	--	0.61	0.09
Off-Road Diesel Equipment	2.91	28.26	21.50	0.02	1.74	1.63
On-Road Diesel (Hauling)	0.14	2.11	1.68	0.01	0.16	0.06
Worker Trips	0.06	0.08	0.85	0.01	0.15	0.04
Total Emissions	***3.11***	***30.45***	***24.03***	***0.05***	***2.66***	***1.82***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Grading/Site Preparation/Foundation Phase						
Fugitive Dust	--	--	--	--	2.38	1.29
Off-Road Diesel Equipment	2.70	28.16	18.97	0.02	1.56	1.43
On-Road Diesel (Hauling)	0.13	1.92	1.61	0.01	0.15	0.06
Worker Trips	0.04	0.06	0.59	0.01	0.11	0.03
Total Emissions	***2.87***	***30.14***	***21.17***	***0.04***	***4.20***	***2.81***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Building Construction/Renovation Phase						

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Building Construction Off-Road Diesel Equipment	3.33	22.86	16.25	0.02	1.46	1.40
Building Construction Vendor Trips	0.13	1.23	1.76	0.01	0.11	0.04
Building Construction Worker Trips	0.15	0.20	2.12	0.01	0.41	0.11
Architectural Coatings	2.64	--	--	--	--	--
Architectural Coating Off-Road Diesel Equipment	0.33	2.19	1.87	0.01	0.17	0.15
Architectural Coatings Worker Trips	0.03	0.04	0.41	0.01	0.08	0.02
Paving Off-Road Diesel Equipment	1.64	16.46	12.06	0.02	1.02	0.94
Paving (Off-gas)	0.15	--	--	--	--	--
Paving Worker Trips	0.04	0.06	0.59	0.01	0.11	0.03
Total Emissions	***8.44***	***43.04***	***35.06***	***0.09***	***3.36***	***2.69***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust.
Calculation sheets are provided in Appendix B to this Draft IS/MND.

Regional Operational Emissions

Existing Conditions

For purposes of this analysis and consistent with the project's Traffic Impact Study, the existing project site includes the operations of a 40,349 square foot automobile care center. As such, air pollutant emissions are currently generated at the project site by area sources, energy demand, and mobile sources such as motor vehicle traffic traveling to and from the project site. The average daily emissions generated by the existing uses at the project site have been estimated utilizing CalEEMod 2013.2.2 recommended by the SCAQMD.

As shown in Table 4.3-3, Existing Daily Operational Emissions at project site, motor vehicles are the primary source of air pollutant emissions associated with existing uses at the site.

Table 4.3-3: Existing Daily Operational Emissions at Project Site

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions						
Area Sources	1.06	<0.01	<0.01	0.00	<0.01	<0.01
Energy Demand	0.03	0.23	0.20	<0.01	0.02	0.02
Mobile (Motor Vehicles)	2.64	4.73	21.26	0.04	2.36	0.67
Total Existing Emissions	**3.72**	**4.96**	**21.46**	**0.04**	**2.38**	**0.69**
Wintertime (Non-Smog Season) Emissions						
Area Sources	1.06	<0.01	<0.01	0.00	<0.01	<0.01
Energy Demand	0.03	0.23	0.20	<0.01	0.02	0.02

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Mobile (Motor Vehicles)	2.84	4.96	22.62	0.03	2.36	0.67
Total Existing Emissions	**3.92**	**5.19**	**22.82**	**0.04**	**2.38**	**0.69**

Calculation data provided in Appendix B to this report.
Column totals may not add due to rounding from the model results.

Proposed Project

The project includes the operation of 27,900 square feet of market space with indoor and outdoor incidental seating areas associated with the specialty market use, an up to 7,000 square foot financial services/investment company building and a total of 135 off-street surface parking spaces. Operational emissions generated by area sources, motor vehicles and energy demand would result from normal day-to-day activities of the project. The analysis of daily operational emissions associated with the project has been prepared utilizing CalEEMod 2013.2.2 recommended by the SCAQMD. The results of these calculations are presented in Table 4.3-4, Estimated Daily Operational Emissions. As shown, the net increase in operational emissions generated by the project would not exceed the regional thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the project would be ***less than significant***.

Table 4.3-4: Estimated Daily Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions						
Area Sources	1.90	<0.01	0.02	0.00	<0.01	<0.01
Energy Demand	0.03	0.27	0.23	<0.01	0.02	0.02
Mobile (Motor Vehicles)	10.82	19.17	84.87	0.17	10.82	3.06
Total Project Emissions	***12.75***	***19.44***	***85.12***	***0.17***	***10.84***	***3.08***
Less Existing Site Emissions	3.72	4.96	21.46	0.04	2.38	0.69
Net Increase Project Emissions	**9.03**	**14.48**	**63.66**	**0.13**	**8.46**	**2.39**
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Potentially Significant Impact?	No	No	No	No	No	No
Wintertime (Non-Smog Season) Emissions						
Area Sources	1.90	<0.01	0.02	0.00	<0.01	<0.01
Energy Demand	0.03	0.27	0.23	<0.01	0.02	0.02
Mobile (Motor Vehicles)	11.57	20.05	91.39	0.16	10.82	3.06
Total Project Emissions	***13.50***	***20.32***	***91.64***	***0.16***	***10.84***	***3.08***
Less Existing Site Emissions	3.92	5.19	22.82	0.04	2.38	0.69
Net Increase Project Emissions	**9.58**	**15.13**	**68.82**	**0.12**	**8.46**	**2.39**

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Potentially Significant Impact?	No	No	No	No	No	No

Note: Column totals may not add due to rounding from the model results. Assumes all hearth sources would be natural gas. Calculation sheets provided in Appendix B to this report.

Checklist Item c:

Because the Basin is currently in nonattainment for ozone, NO_2, PM_{10} and $PM_{2.5}$, related projects may likely exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of the project contribution to a cumulative impact, SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, SCAQMD recommends that a project's potential contribution to cumulative impacts be assessed utilizing the same significance criteria as those for project specific impacts. Furthermore, SCAQMD states that if an individual development project generates less-than-significant construction or operational emissions impacts, then the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

As discussed under Checklist Question 4.3(b), above, the project would not exceed any of the SCAQMD's recommended mass daily thresholds of significance for construction or operation. Also, as discussed in Checklist Question 4.3(d), below, localized emissions generated by the project would not exceed the SCAQMD's Localized Significance Thresholds (LSTs). Therefore, the project would not contribute to a cumulatively considerable increase in emissions for the pollutants for which the Basin is in nonattainment. Cumulative air quality impacts would be ***less than significant***.

Checklist Item d:

A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Land uses that are considered more sensitive to changes in air quality than others are referred to as sensitive receptors. Land uses such as primary and secondary schools, hospitals, and convalescent homes are considered to be sensitive to poor air quality because the very young, the old, and the infirm are more susceptible to respiratory infections and other air quality-related health problems than the general public. Residential uses are considered sensitive because people in residential areas are often at home for extended periods of time, so they could be exposed to pollutants for extended periods. Recreational areas are considered moderately sensitive to poor air quality because vigorous exercise associated with recreation places a high demand on the human respiratory function. The nearest sensitive receptors to the project site are residential uses to the north, west and south of the site.

The SCAQMD has developed localized significance threshold (LST) look-up tables for project sites that are one, two, and five acres in size to simplify the evaluation of localized emissions at small sites. LSTs are provided for each source receptor area (SRA) and various distances from

the source of emissions. In the case of this analysis, the project site is located within SRA 3 – Southwest Coastal LA County and the nearest sensitive receptors to the project site are residential uses to the north, west and south of the site.

Additionally, since a sensitive receptor is considered to be present on-site for 24 hours and would be exposed for longer timeframes, LSTs based on shorter averaging times, such as the 1-hour NO_2, 1-hour CO, and 8-hour CO ambient air quality standards, would also apply when evaluating localized air quality impacts on receptors. Thus, LSTs based on shorter averaging periods, such as the NO_2 and CO LSTs, would be applied to all receptors because it is reasonable to assume that patrons, employees and visitors at these sites could be present for periods of one to eight hours.

The closest receptor distance in the SCAQMD's mass rate look-up tables is 25 meters. Projects that are located closer than 25 meters to the nearest receptor are directed to use the LSTs for receptors located within 25 meters. The project site is approximately 2.39 acres and the LSTs for a 2-acre site and receptors located within 25 meters have conservatively been utilized to address the potential localized NOx, CO, PM_{10}, and $PM_{2.5}$ impacts to the area surrounding the project site. The use of a 2-acre threshold is conservative because a 2-acre threshold allows for fewer emissions per day than a 3-acre threshold. Although the site is between 2 and 3 acres in size, this conservative analysis compares the project's emissions to a lower, more restrictive threshold of significance.

Localized Emissions

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. However, as shown in Table 4.3-5, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the project site during construction activities for each phase would not exceed the applicable construction LSTs for a 2.2-acre site in SRA 3. Therefore, localized air quality impacts from construction activities on sensitive receptors would be ***less than significant***.

Table 4.3-5: Localized On-Site Peak Daily Construction Emissions

Construction Phase [a]	Total On-site Emissions (Pounds per Day)			
	NO_x [b]	CO	PM_{10}	$PM_{2.5}$
Demolition/Site Clearing Emissions	28.26	21.50	2.35	1.72
SCAQMD Localized Thresholds	*131.00*	*967.00*	*8.00*	*5.00*
Potentially Significant Impact?	No	No	No	No
Grading, Site Preparation & Foundation Emissions	28.16	18.97	3.94	2.72
SCAQMD Localized Thresholds	*131.00*	*967.00*	*8.00*	*5.00*
Potentially Significant Impact?	No	No	No	No
Building Construction/Renovation Emissions	41.51	30.18	2.65	2.49
SCAQMD Localized Thresholds	*131.00*	*967.00*	*8.00*	*5.00*
Potentially Significant Impact?	No	No	No	No

Notes: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. Building construction includes coatings/finishing and paving emissions.

[a] The project site is approximately 2.39 acres and the LSTs for a 2-acre site and receptors located within 25 meters have conservatively been utilized to address the potential localized NOx, CO, PM_{10}, and $PM_{2.5}$ impacts to the area surrounding the project site. The use of a 2-acre threshold is conservative because a 2-acre threshold allows for fewer emissions per day than a 3-acre threshold. Although the site is between 2 and 3 acres in size, this conservative analysis compares the Project's emissions to a lower, more restrictive threshold of significance.

[b] The localized thresholds listed for NO_x in this table takes into consideration the gradual conversion of NO_x to NO_2, and are provided in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD. As discussed previously, the analysis of localized air quality impacts associated with NO_x emissions is focused on NO_2 levels as they are associated with adverse health effects.

Calculation sheets are provided in Appendix B.

It has long been recognized that CO exceedances ("hot spots") are caused by vehicular emissions, primarily when idling at intersections. Vehicle emissions standards have become increasingly more stringent in the last twenty to thirty years. With the turnover of older vehicles, introduction of cleaner fuels and implementation of control technology on industrial facilities, CO concentrations in the project vicinity have steadily remained below standards. The California one-hour and eight-hour CO standards are 20 and 9.0 ppm, respectively. For reference, in SRA 3 (Southwest Coastal LA County), 1-hour CO concentrations were 3.0 ppm, and 8-hour CO concentrations were 1.9 ppm in 2014. Thus, ambient CO concentrations are considerably below the state standards. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standards.

A CO hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hotspots have the potential to violate State and Federal CO standards at intersections, even if the broader Basin is in attainment for Federal and State levels. The California Department of Transportation Project-Level Carbon Monoxide Protocol (Protocol) screening procedures have been utilized to determine if the proposed project could potentially result in a CO hotspot. Based on the recommendations of the Protocol, a screening analysis should be performed for the proposed project to determine if a detailed analysis will be required. The California Department of Transportation notes that because of the age of the assumptions used in the screening procedures and the obsolete nature of the modeling tools utilized to develop the screening procedures in the Protocol, they are no longer accepted. More recent screening procedures based on more current methodologies have been developed. The Sacramento Metropolitan Air Quality Management District (SMAQMD) developed a screening threshold in 2011, which states that any project involving an intersection experiencing 31,600 vehicles per hour or more will require detailed analysis. In addition, the Bay Area Air Quality Management District developed a screening threshold in 2010, which states that any project involving an intersection experiencing 44,000 vehicles per hour would require detailed analysis. The proposed project's operations would not involve an intersection experiencing this level of traffic; therefore, the proposed project passes the screening analysis and impacts are deemed less than significant. Based on the local analysis procedures, the proposed project would not result in CO hotspots.

Therefore, based on the low ambient CO concentrations and the steadily decreasing CO emissions from vehicles, the proposed project would not have the potential to cause or contribute to an exceedance of the California one-hour or eight-hour CO standards of 20 or 9.0 ppm, respectively at any local intersection. Impacts with respect to localized CO concentrations would be ***less than significant***. No mitigation measures are required.

Toxic Air Contaminants (TAC)

As the proposed project consists of commercial uses, the proposed project would not include any land uses that would involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants and no on-site stationary or area source toxic airborne emissions would typically result from proposed project implementation. However, it should be noted that the proposed project would include a small number of deliveries related to the market operations. Depending on the delivery truck fleet mix, mobile source diesel particulate and other TAC emissions may be emitted during these short periods of delivery. In one publication, CARB has identified 100 trucks per day as a general screening criteria in considering if mobile source diesel trucks may result in adverse health effects.[12] Truck deliveries on the site would consist of a mixture between semi-trucks, delivery trucks, and vans. The number of deliveries would vary throughout the weekdays and Saturday, but would generally not exceed 20 daily delivery trucks of these various configurations, including a mixture of diesel and gas powered delivery trucks. Therefore, the project would be significantly below the number of daily deliveries identified by CARB in their mobile source diesel truck screening criteria. In addition, all delivery trucks would be required to comply with CARB's on-site idling limit of 5 minutes,[13] which would ensure mobile source emissions from delivery trucks would not result in adverse health effects. Construction activities associated with the proposed project would be typical of other development projects in the City, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. Therefore, impacts associated with the release of toxic air contaminants would be ***less than significant***.

Checklist Item e:

A significant impact may occur if objectionable odors occur which would adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. As the project involves commercial uses no odors from these sources are anticipated. However, similar to other commercial developments in the City, the project would include garbage and refuse containers on-site. The project would comply with all relevant standards identified in Chapter 5.24 (Garbage and Refuse) of the MBMC. Specifically, and consistent with Section 5.24.030 (Pre-collection practices) of the MBMC, the project's garbage and refuse areas would be enclosed on all sides, one side of which may be opened as a gate, and the area would have a concrete, asphalt or similar base, drainage to the sanitary sewer system, and would be adequately ventilated. All containers would have lids and all containers would be screened from public view. Compliance with these standards and all other applicable standards in Chapter 5.24 (Garbage and Refuse) of the MBMC would ensure appropriate use and maintenance of the project's garbage and refuse areas. Thus, odor impacts from garbage and refuse areas would be less than significant.

During the construction phase, activities associated with the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most

[12] CARB, Air Quality and Land Use Handbook: A Community Health Perspective, April 2005; see Table 1-1 on page 4 therein.
[13] CARB Requirements to Reduce Idling Emissions from New and In-Use Trucks; website accessed October 2015: http://www.arb.ca.gov/regact/hdvidle/hdvidle.htm.

construction sites. Such odors would be a temporary source of nuisance to adjacent uses, but because they are temporary and intermittent in nature, would not be considered a significant environmental impact. Therefore, impacts associated with objectionable odors would be ***less than significant*** and no mitigation measures are required.

Mitigation

No mitigation required.

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4.4 BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		✓		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and 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?				✓

4.4.1 Environmental Setting

The study area for the analysis of biological resources encompasses the area of construction disturbance and directly adjacent surrounding areas where if sensitive species were to occur could be affected by the project.

The project sites consist of under-utilized commercial buildings and surface parking areas. The sites are located in a predominately commercial area along Sepulveda Boulevard, with surrounding areas consisting of suburban residential development. The project sites are designated as General Commercial under the City's General Plan, and zoned as General Commercial.

The existing buildings on the 2.22-acre primary project site located at 707 N. Sepulveda Boulevard are currently unoccupied, consisting of a former automobile showroom, collision repair facility, service depot, and a surface parking. The 801 N. Sepulveda Boulevard site is developed with an existing storage shed and is paved. Limited landscaping and trees are located on the sites and there is no habitat supporting special-status plants or animal with the exception of potential nesting habitat for migratory bird species in the trees. No jurisdictional wetlands or waters of the U.S. occur in the project footprint area.[14]

4.4.2 Checklist Discussion

Checklist Item a:

The project is located on developed land in an urbanized area. The project location in an urban developed landscape, with landscaping and ornamental plantings surrounded by pavement, buildings, streets and housing provide a habitat unsuitable for special-status plant and animal species.

However, the project site does contain trees, which could provide habitat for migratory birds. Migratory birds are protected under the Migratory Bird Treaty Act (MBTA) of 1918 (16 United States Code 703–711) and Fish and Game Code Sections 3500-3516. Migratory birds are known to exist and pass through the Los Angeles Basin.

Some existing trees and some landscaping would be retained on the site. However, a Queen Palm, Wilson Olive, and a New Zealand Christmas tree would be removed to allow for new drive aisles for access to both 707 and 801 N. Sepulveda Boulevard. Additionally, some trees would be relocated on the site. Tree removal, relocation, and construction would have some potential to disturb migratory birds. Construction disturbance during the breeding season (February 1 through August 31, for most species) could result in the incidental loss of eggs or nestlings of these species, either directly through the destruction or disturbance of active nests or indirectly by causing the abandonment of nests.

Impacting a few pairs of nesting migratory birds is not expected to be a significant impact to their regional populations due to the local and regional abundances of these species and/or the low magnitude of the potential impact. However, in terms of complying with the MBTA and the California Fish and Game Code impacting any active migratory bird nests is significant and therefore the following mitigation measures would be implemented to reduce the level of impact. **Mitigation Measures BIO-1** and **BIO-2** as set forth at the end of this section would be required to minimize the potential impact to nesting migratory birds by identifying actives nests in the work area during nesting season prior to construction, protecting active nests with a disturbance free buffer zone and by precluding the initiation of nests on existing nesting substrate. With implementation of these measures, the potential impact of the project to nesting migratory birds is reduced to a level of ***less than significant***.

[14] *NWI, http://www.fws.gov/wetlands/Data/Mapper.html, accessed August 25, 2015.*

Checklist Items b and c:

The project site is not located in the area of a stream or riparian corridor. No riparian habitat or other sensitive natural communities are located within the project area or surrounding areas. No federally protected wetlands occur within the project area or adjacent properties. Therefore, there would be ***no impact*** to riparian habitats, sensitive natural communities or wetlands.

Checklist Item d:

The project is located in an area surrounded by development. No aquatic or terrestrial migratory corridors or nursery sites exist on the project sites or adjacent properties for wildlife movement. The project would not impede wildlife that currently exists in the developed areas surrounding the project site from moving to other surrounding areas. The proposed project would have ***no impact*** on the movements of migratory or resident wildlife or fish species.

Checklist Item e:

The City of Manhattan Beach tree ordinance only applies to trees located on private property on residentially zoned private properties within Area Districts 1 and 2.[15] The project site is not zoned residential and no permit would be required for tree removal or relocation on the private property portion of the site.

However, relocation and removal of trees in the public right-of-way requires a Right-of-Way Permit from the City's Public Works Department.[16] A Queen Palm, Wilson Olive, and a New Zealand Christmas tree would be removed to allow for new drive aisles for access to both 707 and 801 N. Sepulveda Boulevard. Therefore, permits would be required for tree removal and relocated trees in the public right-of-way.

As part of the project, the applicant would apply for Right-of-Way Permits from the City's Public Works Department for tree removal and relocated trees within the City's right-of-way. Tree replacement could be required by Public Works and would be subject to site and landscaping plan review. With compliance with local ordinances related to tree removal in the public right-of-way, the impact of the project on trees would be ***less than significant***.

Checklist Item f:

There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans covering the project area. Thus the proposed project would have ***no impact*** on or conflict with habitat conservation plans in the area.

Mitigation

Implementation of the following mitigation measures, as necessary, would reduce potential impacts to a ***less than significant*** level.

Mitigation Measure BIO-1: Inhibition of Nesting

All potential nesting substrate (e.g., bushes, trees, grasses, and other vegetation, as well as buildings) that are scheduled to be removed by the project should be removed prior to the start of

[15] City of Manhattan Beach Tree Ordinance. http://www.citymb.info/home/showdocument?id=77, accessed August 25, 2015.
[16] Eric Haaland, City of Manhattan Beach Planning Department. Personal communication with Katrina Hardt-Holoch, October 16, 2015.

the nesting season (e.g., prior to February 1). The purpose would be to preclude the initiation of nests on these substrates, and minimize the potential for delay of the project due to the presence of active nests.

Mitigation Measure BIO-2: Nesting Bird Pre-Construction Surveys

If any construction activities are to occur during the nesting bird season (February 1-August 31), then pre-construction surveys for nesting birds shall be conducted by a qualified biologist to ensure that no nests shall be disturbed by project construction activities. These surveys shall be conducted no more than seven days prior to the initiation of construction activities in any given area; because construction may be phased, surveys shall be conducted prior to the commencement of each phase of construction. During each survey, the biologist shall inspect all potential nesting habitats (e.g., trees, shrubs, grasslands, and buildings) within the work area and within 250 feet of the work area for raptor nests and within 100 feet of the work area for nests of non-raptors.

If an active nest (i.e., a nest with eggs or young, or any completed raptor nest attended by adults) is found close to work areas to be disturbed by these activities, the qualified biologist shall determine the extent of a disturbance-free buffer zone to be established around the nest (typically 250 feet for raptors and 50 to 100 feet for non-raptors), to ensure that no active nests of species protected by the MBTA and California Fish and Game Code shall be disturbed during construction. In some circumstances, a qualified biologist, in consultation with the CDFW, can recommend that these buffers be modified based on topography, existing levels of disturbance, screening vegetation, and other factors.

4.5 CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?				✓
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 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?		✓		

4.5.1 Environmental Setting

The study area for the analysis of cultural resources encompasses the project area.

Development began in the Manhattan Beach area with the development of the first residential building at 1st Street and Sepulveda Boulevard in 1872. The City developed slowly and incorporated in 1912. Development increased during the 1940s and 1950s, with associated increases in population.[17]

The primary project site was likely first developed between 1924 and 1928 as the location for a one-million-gallon reservoir for the Municipal Water Works. The site has been redeveloped many times and the current buildings on the Gelson's Market project site were constructed in approximately 1967-67 and have been used as auto dealerships and repair facilities. No details are known about when the proposed 8th Street parking lot site, which includes a metal sided storage shed and asphalt pavement, was originally developed.

The environmental conditions in the project area are urbanized or have been developed for commercial use. The buildings on the site are not distinctive and would not be considered as historic resources. Soils beneath the primary project site consist primarily of sand and are unlikely to contain fossilized rock. Additionally, the soils have been disturbed previously and possibly contain some old concrete slabs from past site uses.

The project is subject to AB 52, which went into effect on July 1, 2015. AB 52 established a formal consultation process for California tribes as part of CEQA and equates significant impacts on "tribal cultural resources" with significant environmental impacts (new Public Resources Code [PRC] Section 21084.2). The City is the lead agency for AB 52 consultation.

[17] City of Manhattan Beach, General Plan Land Use Element, 2003.

4.5.2 Checklist Discussion

Checklist Item a:

Although buildings on the project site are sufficiently old to be considered as historic resources, these buildings are not distinctive or unique, nor do they meet any of the other criteria to be considered as historic resources. Therefore, the buildings would not be considered as historical resources, as defined in the CEQA Guidelines Section 15064.5 (PRC § 5024.1) or cultural resources listed in a local register of historical resources. As such, the proposed project, which consists of the partial demolition of one existing commercial and full demolition of two existing buildings and the construction of new commercial development, would have ***no impact*** on historical resources. No mitigation is required.

Checklist Item b:

The potential for the proposed project to encounter previously unrecorded archaeological resources during project construction is considered low because the urbanized surface and near-surface has been extensively disturbed and is underlain by old foundations, artificial fill and sand, none of which is sensitive for buried archaeological deposits.

As with any project where soil disturbance is proposed, there is a risk that undiscovered subsurface archaeological resources could be encountered during project construction. The potential for encountering and disturbing known or unknown cultural resources would be a significant impact, but would be minimized to a ***less than significant*** level with the implementation of **Mitigation Measure CR-1,** as set forth at the end of this section.

Checklist Item c:

Given the nature of the project and the fact the disturbance would be located on sandy soils and conducted in areas that have been previously disturbed by urbanization, no impact to paleontological resources is expected. This notwithstanding, significant fossil discoveries can be made even in areas designated as having low potential, and may result from the excavation activities related to the proposed project. Disturbance of unknown or undocumented paleontological resources would be a significant impact, but would be reduced to a ***less than significant*** level with the incorporation of **Mitigation Measure CR-2**, as set forth at the end of this section.

Checklist Item d:

Human remains are unlikely to be encountered during project construction for the reasons stated under Checklist Item b above; however, discovery of human remains is common at other project sites in Los Angeles County. In the unlikely event that human remains are encountered, this would be considered a significant impact that would be reduced to a ***less than significant*** level by implementation of **Mitigation Measure CR-3**, as set forth at the end of this section.

Mitigation

Implementation of the following mitigation measures, as necessary, would reduce potential cultural resources impacts to a ***less than significant*** level.

CR-1:Unanticipated Archeological Resources

Pursuant to CEQA Guidelines 15064.5 (f), "provisions for historical or unique archaeological resources accidentally discovered during construction" shall be instituted. Therefore, in the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the City of Manhattan Beach shall consult with a qualified archaeologist to assess the significance of the find. If any find is determined to be significant, representatives of the City and the qualified archaeologist would meet to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report prepared by the qualified archaeologist according to current professional standards.

CR-2: Unanticipated Paleontological Resources

The project proponent and the City shall notify a qualified paleontologist of unanticipated discoveries, made by construction personnel and subsequently document the discovery as needed. In the event of an unanticipated discovery of a possible fossil during construction, excavations within 50 feet of the find shall be temporarily halted or diverted until the discovery is examined by a qualified paleontologist. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find.

CR-3: Discovery of Human Remains

In the unlikely event of the discovery of human remains, CEQA Guidelines 15064.5 (e)(1) shall be followed, which is as follows:

1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:
   (A) The Coroner of the county in which the remains are discovered is contacted to determine that no investigation of the cause of death is required, and
   (B) If the coroner determines the remains to be Native American:
      1. The coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours.
      2. The NAHC shall identify the person or persons it believes to be the most likely descended from the deceased Native American.

The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.

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4.6 GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
ii. Strong seismic ground shaking?			✓	
iii. Seismic-related ground failure, including liquefaction?			✓	
iv. 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?				✓

4.6.1 Environmental Setting

The study area for the analysis of geology and soils encompasses the ground disturbance areas for construction impacts. Regional geology and seismicity settings are described as a basis of discussion of project area impacts.

Unless specified, the description of existing conditions and potential impacts below are based on the Geotechnical Engineering Investigation, Proposed Gelson's Grocery Store and Retail

Building 801 North Sepulveda Boulevard Manhattan Beach, California prepared by Moore Twining Associates, Inc. (Appendix C).

Regional Seismicity

The project site is located within the seismically active Southern California region and is subject to similar risks as other structures of comparable employment volumes and size, which are located in the project area. Southern California is lined with many faults that could potentially affect Manhattan Beach, including the San Andreas Fault located approximately 47 miles away. Although no surface faults are known to pass through Manhattan Beach, the City does lie above the Compton Thrust Fault.[18]

Ground Rupture: The site is not within a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards and no active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the project site. The closest potentially active fault is the Palos Verdes Fault, located approximately 2.8 miles west of the site.[19]

Ground Shaking: The San Andreas Fault, which is capable of a magnitude 7.5 earthquake, is located approximately 47 miles away. Other closer faults include the Compton Thrust Fault, Palos Verdes Fault, Newport-Inglewood Fault, Santa Monica Fault, and Malibu Coast Fault. These faults are capable of creating a maximum credible earthquake in Manhattan Beach, ranging from 6.6 to 7.1 in magnitude.

Seismic Related Ground Failure: Liquefaction, lateral spreading, and subsidence are potential results of ground shaking during earthquakes. Liquefaction is a phenomenon where soil deposits temporarily lose shear strength and act as a liquid rather than a solid. The soil type most susceptible to liquefaction is loose, cohesionless, granular soil below the water table and within about 50 feet of the ground surface. Liquefaction can result in a loss of foundation support and settlement of overlying structures, ground subsidence and translation due to lateral spreading, lurch cracking, and differential settlement of affected deposits. The project site is not located in a liquefaction hazard zone. Groundwater was not encountered at the time of the Geotechnical Report investigation.

Lateral spreading occurs when a soil layer liquefies at depth and causes horizontal movement or displacement of the overlying mass on sloping ground or towards a free face such as a stream bank or excavation. The project site is located in an area that could be subject to seismic related ground failure.

Landslides: Landslides occur when material on an inclined face slides downward. Topography in the project area is generally sloping, but not enough to be susceptible to landslides.

Soils

Soils in the project area include undocumented fills and poorly graded sands. Results of laboratory testing show that the near-surface materials have low expansion potential.

[18] City of Manhattan Beach General Plan, Community Safety Element.
[19] Proposed Gelson's Grocery Store and Retail Building 801 North Sepulveda Boulevard Manhattan Beach, California prepared by Moore Twining Associates, Inc. June 10, 2015.

4.6.2 Checklist Discussion

Checklist Item a:

The proposed project is, as is all of the Los Angeles Basin, located in a seismically active region and has a reasonably high potential of experiencing significant strong earthquake shaking in the future.

Item a) i.: The site is not within an Earthquake Fault Zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act of 1972; therefore, conditions necessary for ground rupture do not exist in the project area. ***No impact*** would occur.

Item a) ii.: The San Andreas Fault, which is capable of a magnitude 7.5 earthquake, is located approximately 47 miles away. Other closer faults include the Compton Thrust Fault, Palos Verdes Fault, Newport-Inglewood Fault, Santa Monica Fault, and Malibu Coast Fault. These faults are capable of creating a maximum credible earthquake in Manhattan Beach, ranging from 6.6 to 7.1 in magnitude. Seismically induced ground shaking is not expected to have a substantial adverse effect on the proposed project as it would be designed to meet applicable local building codes. Therefore, this impact is considered ***less than significant***.

Item a) iii.: Geotechnical testing in the area for the proposed project indicates that conditions for liquefaction do not exist on-site. This impact would be ***less than significant***.

Item a) iv. Topography in the project area is relatively flat to gently sloping flat. The site is not conducive to landslides, and the impacts would be ***less than significant***.

Checklist Item b:

The proposed project would renovate and construct additions to existing structures, construct a new up to 7,000 SF financial services/investment company building, improve the market surface parking lot, and construct the 8th Street parking lot. This grading could result in short-term erosion or loss of topsoil on the project site. However, project construction would not change the local topography and would not result in an increased erosion potential. The project site would be graded in compliance with the City's grading ordinance, recommendations as outlined in the Geotechnical Report prepared for the project, and Standard Conditions of Approval including Best Management Practices (BMP) for soil and erosion controls. Thus, impacts would be ***less than significant***.

Checklist item c:

The project site is located in an area that could be subject to minor seismic related ground failure. However, the City would require that all project design, improvements, and construction methods be in accordance with the recommendations of the Geotechnical Report, including recommendations for over-excavation and compaction, foundation design, and deep ground improvements to limit the risk of seismic settlement.

Project engineering design would comply with the recommendation as outlined in the Geotechnical Report prepared for the project and would take into account these local geologic conditions and appropriate design features recommended in the geotechnical report for the project and would limit the potential for damage through instability. **Mitigation Measures GEO-1 and GEO-2**, as set forth at the end of this section, would be required in order to reduce

the potential of lateral spreading of the project site. With the incorporation of these mitigation measures, this impact would be reduced to ***less than significant***.

Checklist Item d:

Surface soils in the project area have low expansion potential, based on geotechnical borings conducted during the project design phase. Recommendations as outlined in the Geotechnical Report prepared for the project and standard design and construction techniques would be employed to minimize or avoid any potential impacts. This impact is considered ***less than significant***.

Checklist Item e:

No septic tanks or alternative sewer systems are proposed as part of the project, therefore there would be ***no impact*** on septic tanks or alternative waste water disposal systems.

Mitigation

Implementation of the following mitigation measures, as necessary, would reduce potential geology and soil impacts to a ***less than significant*** level.

GEO-1: Geotechnical Plan Review

Prior to the issuance of grading and building permits, the City Engineer shall review all geotechnical reports, grading plans, and building plans for site preparation and grading, site drainage improvements, and design parameters for foundations, retaining walls, landscaped rooftop area, and pavement areas, to ensure that the recommendations in the Geotechnical Report have been properly incorporated into the project design. The City Engineer shall provide recommendations regarding the geotechnical design/feasibility that are to be incorporated as conditions of approval for the project, satisfied as part of the building permit/construction/grading permits for the project.

GEO-2: Geotechnical Plan Review

During construction, the City shall inspect, test (as needed), and approve all geotechnical aspects of project construction, including site preparation and grading, site surface and subsurface drainage improvements, and excavations for foundations and retaining walls prior to the placement of steel and concrete. A final inspection of site drainage improvements and excavations shall also be completed by the City to verify conformance with geotechnical recommendations.

4.7 GREENHOUSE GAS EMISSIONS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
a) Generate greenhouse gas emission, 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?			✓	

4.7.1 Environmental Setting

Gases that trap heat in the atmosphere are called greenhouse gases (GHGs), since they have effects that are analogous to the way in which a greenhouse retains heat. Greenhouse gases are emitted by both natural processes and human activities. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature. However, excessive concentrations of GHGs in the atmosphere can result in increased global mean temperatures, with associated adverse climatic and ecological consequences. The State of California has undertaken initiatives designed to address the effects of greenhouse gas emissions, and to establish targets and emission reduction strategies for greenhouse gas emissions in California. Activities associated with the project, including construction and operational activities, would have the potential to generate greenhouse gas emissions.

The principal GHGs are carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), sulfur hexafluoride (SF6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H2O). CO2 is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO2 equivalents (CO2e).

California has enacted several pieces of legislation that relate to GHG emissions and climate change, much of which sets aggressive goals for GHG reductions within the state. Per Senate Bill 97, the California Natural Resources Agency adopted amendments to the CEQA Guidelines, which address the specific obligations of public agencies when analyzing GHG emissions under CEQA to determine a project's effects on the environment. However, neither a threshold of significance nor any specific mitigation measures are included or provided in these CEQA Guideline amendments.

4.7.1.1 Regulatory Setting

Assembly Bill 32 (Statewide GHG Reductions)

The California Global Warming Solutions Act of 2006, widely known as AB 32, requires the California Air Resources Board (CARB) to develop and enforce regulations for the reporting and verification of statewide GHG emissions. CARB was directed to set a statewide GHG emission

limit, based on 1990 levels, to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner. The heart of the bill is the requirement that statewide GHG emissions be reduced to 1990 levels by 2020.

The CARB AB 32 Scoping Plan (Scoping Plan) contains the main strategies to achieve the 2020 emissions cap. The Scoping Plan was developed by CARB with input from the Climate Action Team (CAT) and proposes a comprehensive set of actions designed to reduce overall carbon emissions in California, improve the environment, reduce oil dependency, diversify energy sources, and enhance public health while creating new jobs and improving the State economy. The GHG reduction strategies contained in the Scoping Plan include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system.

CARB has adopted the First Update to the Climate Change Scoping Plan. This update identifies the next steps for California's leadership on climate change. The first update to the initial AB 32 Scoping Plan describes progress made to meet the near-term objectives of AB 32 and defines California's climate change priorities and activities for the next several years. It also frames activities and issues facing the State as it develops an integrated framework for achieving both air quality and climate goals in California beyond 2020.

To determine the amount of GHG emission reductions needed to meet the 1990 level, ARB developed a forecast of 2020 emissions in a business-as-usual scenario (BAU), which is an estimate of the emissions expected to occur in the year 2020 if none of the foreseeable measures included in the Scoping Plan were implemented. In the original Scoping Plan, CARB approved a total statewide GHG 1990 emissions level and 2020 emissions limit of 427 million metric tons of CO2e. As part of the update, CARB revised the 2020 Statewide limit to 431 million metric tons of CO2e, an approximately 1 percent increase from the original estimate. The 2020 business-BAU forecast in the update is 509 million metric tons of CO2e. The State would need to reduce those emissions by 15.3 percent to meet the 431 million metric tons of CO2e 2020 limit.

The following sections identify initiatives undertaken at the State and local levels to achieve the GHG emissions reductions mandated by AB32.

California Senate Bills 1078, 107, and 2; Renewables Portfolio Standard

Established in 2002 under California Senate Bill 1078 and accelerated in 2006 under California Senate Bill 107, California's RPS requires retail suppliers of electric services to increase procurement from eligible renewable energy resources by at least 1 percent of their retail sales annually, until they reach 20 percent by 2010.

On April 2, 2011, Governor Jerry Brown signed California Senate Bill 2 to increase California's RPS to 33 percent by 2020. This new standard also requires regulated sellers of electricity to procure 25 percent of their energy supply from certified renewable resources by 2016.

Low Carbon Fuel Standard

California Executive Order S-01-07 (January 18, 2007) requires a 10 percent or greater reduction in the average carbon intensity for transportation fuels in California regulated by CARB. CARB identified the LCFS as a Discrete Early Action item under AB 32, and the final resolution (09-31) was issued on April 23, 2009.

Mobile Source Reduction Regulations (AB 1493)

Assembly Bill 1493 ("the Pavley Standard", or AB 1493) required CARB to adopt regulations by January 1, 2005, to reduce GHG emissions from non-commercial passenger vehicles and light-duty trucks of model year 2009 through 2016. The bill also required the California Climate Action Registry to develop and adopt protocols for the reporting and certification of GHG emissions reductions from mobile sources for use by CARB in granting emission reduction credits. The bill authorizes CARB to grant emission reduction credits for reductions of GHG emissions prior to the date of enforcement of regulations, using model year 2000 as the baseline for reduction.

In 2004, CARB applied to the USEPA for a waiver under the federal Clean Air Act to authorize implementation of these regulations. The waiver request was formally denied by the USEPA in December 2007, after California filed suit to prompt federal action. In January 2008, the State Attorney General filed a new lawsuit against the USEPA for denying California's request for a waiver to regulate and limit GHG emissions from these vehicles. In January 2009, President Barack Obama issued a directive to the USEPA to reconsider California's request for a waiver. On June 30, 2009, the USEPA granted the waiver to California for its GHG emission standards for motor vehicles. As part of this waiver, USEPA specified the following provision: CARB may not hold a manufacturer liable or responsible for any noncompliance caused by emission debits generated by a manufacturer for the 2009 model year.

On September 24, 2009, CARB adopted amendments to these Pavley regulations that reduce GHG emissions in new passenger vehicles from 2009 through 2016. CARB has adopted a new approach to passenger vehicles (cars and light trucks), by combining the control of smog-causing pollutants and GHG emissions into a single coordinated package of standards. The new approach also includes efforts to support and accelerate the numbers of plug-in hybrids and zero-emission vehicles in California. In January 2012, CARB approved the Advanced Clean Cars Program, a new emissions-control program for model year 2017 through 2025. The program combines the control of smog, soot, and GHGs with requirements for greater numbers of zero-emission vehicles. By 2025, when the rules will be fully implemented, new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions. These standards will apply to all passenger and light duty trucks used by customers, employees of and deliveries to the project.

Sustainable Communities and Climate Protection Act (SB 375)

California's Sustainable Communities and Climate Protection Act, also referred to as Senate Bill (SB) 375, became effective January 1, 2009. The goal of SB 375 is to help achieve AB 32's GHG emissions reduction goals by aligning the planning processes for regional transportation, housing, and land use. SB 375 requires CARB to develop regional reduction targets for GHGs, and prompts the creation of regional plans to reduce emissions from vehicle use throughout the State. California's 18 Metropolitan Planning Organizations (MPOs) have been tasked with creating Sustainable Community Strategies (SCS) in an effort to reduce the region's vehicle miles traveled (VMT) in order to help meet AB 32 targets through integrated transportation, land use, housing and environmental planning. Pursuant to SB 375, CARB set per-capita GHG emissions reduction targets from passenger vehicles for each of the State's 18 MPOs. On September 23, 2010, CARB issued a regional eight (8) percent per capita reduction target for the planning year 2020, and a conditional target of 13 percent for 2035.

California Green Building Standards (CALGreen) Code

Although not originally intended to reduce greenhouse gases, California Code of Regulations (CCR) Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. Since then, Title 24 has been amended with recognition that energy-efficient buildings that require less electricity and reduce fuel consumption, which in turn decreases GHG emissions. The current 2013 Title 24 standards (effective as of January 1, 2014) were revised and adopted in part to respond to the requirements of AB 32. Specifically, new development projects constructed within California after January 1, 2014 are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the California Green Building Standards (CALGreen) Code (California Code of Regulations, Title 24, Part 11). As noted on page 37 in the First Update to the Scoping Plan (May 2014), building efficiency standards were updated in 2013 and are now 25 percent more efficient for residential construction and 30 percent more efficient for non-residential construction.

Local Policies and Regulations

With the adoption of Ordinance No. 13-0027, the City of Manhattan Beach incorporated several sustainable green measures identified in the statewide CALGreen Code as described above. Previous to this action, effective August 6, 2009 the Manhattan Beach City Council approved Sustainable Building Ordinance 2124, which was updated in November 2013 via Ordinance No. 13-0027. This ordinance requires a minimum green rating for new municipal buildings and large non-residential construction. Leadership in Energy and Environmental Design (LEED) is the most universally recognized non-residential third-party green building rating system. This system has four levels—Certified, Silver, Gold, and Platinum—that can be achieved by earning a series of points from seven categories: Sustainable Sites, Water Conservation, Energy Efficiency, Materials and Resources, Indoor Environmental Quality, Innovation in Design, and Regional Priorities.

4.7.2 Checklist Discussion

Checklist Item a:

GHG Significance Threshold

Neither the City, the SCAQMD nor the State CEQA Guidelines provide adopted quantitative thresholds of significance for addressing a commercial project's GHG emissions. Nonetheless, Section 15064.4 of the CEQA Guidelines Amendments serves to assist lead agencies in determining the significance of the impacts of GHGs. As required in Section 15604.4 of the CEQA Guidelines, this analysis includes an impact determination based on the following: (1) an estimate of the amount of greenhouse gas emissions resulting from the project; (2) a qualitative analysis or performance based standards; (3) a quantification of the extent to which the project increases greenhouse gas emissions as compared to the existing environmental setting; and (4) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. The remainder of this section provides the quantitative analysis identified in subsections (1) and (3) of Guidelines Section 15604.4, while item b addresses subsections (2) and (4) of this Section.

In December 2008, the SCAQMD adopted an interim 10,000 metric tons CO2e (MTCO2e) per year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency. The SCAQMD continues to consider adoption of significance thresholds for non-industrial development projects. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses:

Tier 1: Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.

Tier 2: Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.

Tier 3: Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MTCO2e/year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MTCO2e/year), commercial projects (1,400 MTCO2e/year), and mixed-use projects (3,000 MTCO2e/year). Under option 2 a single numerical screening threshold of 3,000 MTCO2e/year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

Tier 4: Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 MTCO2e per service population for project level analyses and 6.6 MTCO2e per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

Tier 5: Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

The thresholds identified above are not adopted by the SCAQMD or distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain. However, for the purpose of quantitatively evaluating the GHG impacts associated with the project, this analysis utilizes the proposed 3,000 MTCO2e per year Tier 3 threshold for non-industrial projects, which has been utilized for evaluating the GHG emission impacts of other projects in the South Coast Air Basin.

Construction GHG Emissions

Construction emissions represent an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment and the disposal of construction waste. To be consistent with the guidance from the SCAQMD for calculating criteria pollutants from construction activities, only GHG emissions from on-site construction activities and off-site hauling and construction worker commuting are considered as project-generated. As explained by California Air Pollution Controls Officers Association (CAPCOA) in its 2008 white paper, the information needed to characterize GHG emissions from manufacture, transport, and end-of-life of construction materials would be speculative at the CEQA analysis level. CEQA does not require an evaluation of speculative impacts (CEQA Guidelines §15145).

Therefore, the construction analysis does not consider such GHG emissions, but does consider non-speculative on-site construction activities and off-site hauling and construction worker trips. All GHG emissions identified below are presented on an annual basis. The project's construction GHG emissions were calculated using CalEEMod 2013.2.2 based on the project assumptions (i.e., project schedule, phasing, and equipment usage) described previously in Section 4.3 (Air Quality). As shown in Appendix D to this IS/MND, the project would generate a total of 312.31 metric tons of construction related GHG emissions. Consistent with SCAQMD recommendations and to ensure construction emissions are assessed in a quantitative sense, construction GHG emissions have been amortized over a 30-year period and have been added to the annual operational GHG emissions of the project identified in Table 4.7-2.

Operational GHG Emissions

Existing Conditions

For purposes of this analysis and consistent with the project's Traffic Impact Study, the existing project site includes the operations of a 40,349 square foot automobile care center. As such, GHG emissions are currently generated at the project site by energy demand, solid waste generation, water demand, and mobile sources such as motor vehicle traffic traveling to and from the project site. The annual GHG emissions generated by the existing uses at the project site have been estimated utilizing CalEEMod 2013.2.2 recommended by the SCAQMD. As shown in Table 4.7-1, Existing Project Site Operational GHG Emissions, motor vehicles are the primary source of GHG emissions associated with existing uses at the site.

Table 4.7-1: Existing Project Site Operational GHG Emissions

Emissions Source	Estimated CO2e Emissions
Energy Demand (Electricity & Natural Gas)	153.99
Mobile (Motor Vehicles)	521.90
Solid Waste Generation	70.12
Water Demand	26.33
Existing Project Site Total	**772.34**

Calculation sheets are provided in Appendix D of this IS/MND.

Proposed Project

The project includes the operation of 27,900 square feet of market space with incidental indoor and outdoor seating areas associated with the specialty market use, an up to 7,000 square foot financial services/investment company building and a total of 135 off-street surface parking spaces. The operations of the project would have associated GHG emissions from on-road motor vehicles, electricity, natural gas, water, and generation of solid waste and wastewater. Emissions of operational GHGs are shown in Table 4.7-2, Project Operational GHG Emissions. As shown, the net increase in GHG emissions generated by the project would be approximately 2,052.99 CO2e MTY which would not exceed the SCAQMD's proposed Tier 3 threshold of 3,000 CO2e MTY for non-industrial uses.

Table 4.7-2: Project Operational GHG Emissions

Emissions Source	Estimated CO2e Emissions (Metric Tons per Year)
Energy Demand (Electricity & Natural Gas)	424.42
Mobile (Motor Vehicles)	2,289.56
Solid Waste Generation	79.97
Water Demand	20.97
Construction Emissions [a]	10.41
Project Total	**2,825.33**
Less Existing Project Site	772.34
Project Net Increase Total	**2,052.99**

[a] The total construction GHG emissions were amortized over 30 years and added to the operation of the project. Calculation sheets are provided in Appendix D to this IS/MND.

As illustrated in Table 4.7-2, the annual GHG emissions generated by the project would not exceed the SCAQMD's proposed Tier 3 threshold of 3,000 CO2e MTY for non-industrial uses. Moreover, the project would include new construction meeting current CALGreen requirements, which would promote cumulative GHG emission reductions over time. Therefore, impacts with respect to the generation of GHG emissions would be considered ***less than significant***.

Checklist Item b:

In addition and separate from the above quantitative threshold, analyzed under Item a above, if the project can demonstrate qualitative consistency with applicable plans, policies and regulations adopted for the purpose of reducing the emissions of GHGs, then impacts associated with GHG emissions would be less than significant.

AB 32 represents the statewide plan for reducing California's GHG emissions to 1990 levels by 2020. In addition, the AB 32 Scoping Plan contains the main strategies California will use to reduce the GHGs that cause climate change. The scoping plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 cost of implementation fee regulation to fund the program. These actions have been implemented through, among other initiatives, the statewide programs described above under Regulatory Setting, including the Renewables Portfolio Standard, Low Carbon Fuel Standard, Mobile Source Reduction Regulations, Sustainable Communities Strategy, and CalGreen Building Standards, all of which are designed to reduce GHG emissions, as compared to various BAU emissions forecasts. The AB 32 Scoping Plan represents a statewide plan for the reduction or mitigation of greenhouse gas emissions that was adopted by the relevant public agency through a public review process in accordance with CEQA Guidelines § 15064.4(b)(3), and constitutes a plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases in accordance with CEQA Guidelines Appendix G.

The project does not propose an increase in population or extension of infrastructure to previously unserved areas; therefore, the project would not be growth inducing. The project does not propose a General Plan Amendment, zone change, or density bonus. Thus, while the project

would increase GHGs compared to existing site operations, the increase would be consistent with the General Plan buildout assumed in the regional and statewide plans, including the AQMP, RTP/SCS, and the 2020 forecasts in the Scoping Plan. As noted in the quantitative analysis provided under Item a, the sources of GHG emissions that could be associated with the proposed project would include mobile sources (motor vehicles); construction sources; and building sources (energy demand, solid waste generation, water demand).

The increase in GHG emissions associated with the proposed project would be primarily attributable to motor vehicles. As discussed in the CARB Scoping Plan, the transportation sector – largely the cars and trucks that move goods and people – is the largest contributor to statewide GHG emissions with 38 percent of the State's total GHG emissions. Motor vehicle related GHG emissions are regulated at the Federal, State and local levels. Many of the transportation-related reduction measures identified in the Scoping Plan are focused on improving motor vehicle efficiencies through more restrictive statewide laws and regulations, and would decrease GHG emissions compared to BAU. Together, these measures are estimated to reduce 2020 forecasted emissions by 52.60 MMTCO2E. These regulatory measures are aimed at improving efficiencies of the motor vehicle fleet mix across the State, and as such, GHG emissions from future motor vehicles accessing the proposed project would continue to be reduced into the future as a result of these statewide programs.

In addition, consistent with the Sustainable Communities Strategy, the proposed project would provide a new location for a Gelson's market would potentially reduce total GHG emissions associated with Gelsons' customers, compared to BAU. The proposed project would be located mid-way between the two other closest Gelson's locations, in Marina Del Rey and Long Beach, and would provide an alternate location for customers located in Manhattan Beach and adjacent communities that presently travel to the more distant locations. This could result in reduced trip lengths, and thus reduced GHG emissions, that would be associated with customers who would patronize the proposed project, compared to BAU. In addition, the location of the proposed project on a major bus transit corridor (Sepulveda Boulevard) would provide an alternative mode to auto travel for project employees, which could reduce GHG emissions from this source over BAU, as compared to other locations with more limited transit options.

Construction equipment emissions are a small percentage of the annual emissions associated with the proposed project (less than 1 percent), but would be reduced by the availability of alternative fuels that would be available under the Low Carbon Fuel Standard.

The primary direct contribution of the proposed project related to GHG emissions would be associated with how the building is constructed and operated. Accordingly, the primary contribution of the proposed project to GHG emissions reductions mandated by AB32 is its compliance with state and local green building regulations. As noted previously, the current CALGreen Code standards were revised and adopted by the City to respond to the requirements of AB 32 and the Scoping Plan. Specifically, new development projects constructed within California after January 1, 2014 are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures set forth in CalGreen. These measures would reduce the directly-attributable emissions of the proposed project compared to BAU, and are reflected in the quantitative estimates of project-associated emissions related to energy demand, solid waste generation, and water demand provided under Item a above. Therefore, the proposed project would be consistent with the goals of AB 32, and would not impair implementation of any

applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. As such, these impacts would be ***less than significant***.

Mitigation

No mitigation required.

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4.8 HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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?				✓

4.8.1 Environmental Setting

The project site has been used for automobile repair for over 30 years. The analysis in this section is based on information contained in the following documents (See Appendix E):

- Phase I Environmental Site Assessment 707 & 801 N. Sepulveda Boulevard Manhattan Beach, California 90266, October 10, 2014 (Hillman Consulting);
- Phase II Limited Subsurface Investigation Report 707 & 801 N. Sepulveda Boulevard Manhattan Beach, California 90266, November 14, 2014 (Hillman Consulting);
- Hoist Removal Report, Baher Properties, LP 707 & 801 North Sepulveda Boulevard Manhattan Beach, California, May 11, 2015 (Lindmark Engineering); and
- Pre-Demolition Asbestos/Lead Survey, 707 N. Sepulveda Boulevard Manhattan Beach, California 90266, April 7, 2015 (Ellis Environmental Management).

4.8.2 Checklist Discussion

Checklist Item a:

Project construction would involve the routine transportation, storage, use, and disposal of small quantities of hazardous materials such as construction equipment fuels and lubricants, hydraulic fluid, and solvents. The storage and handling of these materials would be managed in accordance with applicable state and federal laws for safe handling of hazardous substances, which include developing project-specific hazardous materials management and spill control plans, storing incompatible hazardous materials separately, using secondary containment for hazardous materials storage, requiring the contractor to use trained personnel for hazardous materials handling, and keeping spill clean-up kits available on-site. Routine transport, storage, use or disposal of hazardous materials, during construction would not create substantial hazards to the public or the environment.

The project consists of commercial and parking lot uses. During operations, no use or storage of hazardous materials would be expected from the proposed project beyond cleaning and landscaping chemicals. Therefore, impacts would be ***less than significant***.

Checklist Item b:

The site has been the subject of numerous subsurface investigations over the years, including over 40 soil borings. Six soil gas probes have previously been installed in targeted locations near hydraulic lifts, paint spray booths, a clarifier, and two former Underground Storage Tanks (UST).

The Phase I included recommendations for a Phase II subservice investigation to assess areas where leaking hydraulic lifts and above-ground storage tanks (AST) are located and the potential for the contamination of site soils due to historic uses on the site. The Phase I also recommended immediate implementation of a Spill Prevention, Control and Countermeasure Plan (SPCC Plan) for the ASTs.

A Phase II was conducted to investigate potential soil contamination. Public records indicate two areas with soil contamination were remediated to the satisfaction of the Los Angeles County Fire Department, and that the gasoline UST case was closed with no further action in 1996 by Los Angeles Regional Water Quality Control Board. A set of three clustered waste oil USTs and a

single 2,000-gallon gasoline UST were previously utilized at the site; however, these USTs have been removed from the property. The Phase II limited subsurface investigation included installation of three (3) soil borings and soil gas probes in the targeted areas to test the soil for volatile organic compounds (VOC) and for petroleum hydrocarbons, and to test the soil gas for volatiles. No Volatile Organic Compounds (VOC) or petroleum hydrocarbons were found and the Phase II recommended no further investigation in the targeted areas as the results of soil sampling indicated none of the soil samples had detectable levels of VOC or petroleum hydrocarbons and none of the soil gas samples had detectable levels of VOC.

The Hoist Removal Report found that concentrations of total petroleum hydrocarbons (TPH) exceeded the site cleanup goal at only one hoist location sampled (H28-C). Based on additional step-out and step-down sampling at this location, the extent of soil impacted above site cleanup goals was limited. Based on the confirmation soil samples collected at the boundary and base of the remedial excavation, the impacted soil was removed and the site meets residential cleanup standards. The Hoist Removal Report does not recommend any further action. Although the Phase II found no remaining contaminates or hazardous materials, **Mitigation Measure HH-1** is required in the event hazardous materials are discovered on the site.

Due to the age of the existing buildings on the site, the Phase I ESA Report for the project assumes the presence of both asbestos and paints containing lead in existing structures. Demolition of these buildings may result in airborne release of hazardous building materials, such as asbestos fibers or lead dust, which would be a significant impact. The Phase I also recommended that asbestos-containing materials (ACM) and paint potentially containing lead-should be tested and managed in compliance with all applicable rules and regulations.

A pre-demolition asbestos/lead survey was conducted for the buildings on the primary project site. The survey found small amounts of ACM and lead-based paint in the primary project site buildings. Removal of ACM by an abatement contractor would be required prior to demolition, and would be regulated under California Title 8 1529, 29CFR 1926.1101, South Coast Air Quality Management District (SCAQMD) Rule 1403, and others. Removal of lead-based paint would be performed by lead-certified workers following 5-day California Department of Public Health notification, under Cal. Title 8 S1532.1.

All waste would be placed in a drum and profiled prior to transport and disposal. The project applicant would be required to comply with all existing regulations related to ACM and lead containing materials during abatement and demolition. Nonetheless, **Mitigation Measure HH-2** would be required to reduce the potential for public health hazards associated with the release of airborne asbestos fibers or lead at the project site to less than significant.

No other project-related processes or operations would create reasonably foreseeable upset and accident conditions involving the release of large amounts of hazardous materials into the environment. Fluorescent lights and materials containing PCBs would be handled and disposed in accordance with applicable state and federal regulations. Hazardous materials used during construction, such as fuel for construction equipment and vehicles, would be managed in accordance with applicable laws and regulations as described in Checklist Item A. Project operations would not expose persons or the environment to a hazardous substance. Through compliance with existing regulations, any potential asbestos or lead related impacts would be reduced to a level that is ***less than significant***.

Checklist Item c:

Pacific, Meadows, Robinson, and Pennekamp Elementary Schools and Mira Costa High School are all located approximately 0.5 miles from the project site. Therefore, there are no schools within 0.25 miles of the project area. Additionally, project construction and operation would not result in hazardous emissions or handling of hazardous waste as described above under Checklist Item a. Project construction would comply with all state and federal laws governing hazardous materials during demolition and construction. Thus, impacts on adjacent school would be ***less than significant***.

Checklist Item d:

Documented Contamination. The project site has been listed on HAZNET, UST, Los Angeles Co. HMS, RGA LUST, EMI, RCRA-SQG, FINDS, HIST CORTESE, LUST, CA FID UST, HIST UST, SWEEPS UST. The Phase I states that the project site status on these lists is either completed, case closed or that the site is not considered a Historic Recognized Environmental Concern (HREC). Some adjoining properties have been listed on SWEEPS UST, Los Angeles Co. HMS, and HIST UST.

The Phase I ESA report did not identify any Recognized Environmental Concerns or the presence of any hazardous materials in and around the project site. Therefore, the proposed project would not create a significant hazard to the public or the environment by releasing hazardous material from the site or any other known hazardous materials site. This impact would be ***less than significant***.

Unknown and Undocumented Contamination. During construction, there is the possibility of encountering unknown and undocumented hazardous materials in the soils or groundwater. This would be a potentially significant impact. The potential effects of excavating contaminated soils, if encountered, would be minimized in part by legally required safety and hazardous waste handling, storage, and transportation precautions. If stained or odorous soils are encountered during excavations for the project, they would be stockpiled separately; samples would be collected and analyzed; and the soils would be characterized to determine proper re-use or disposal requirements. If unknown contaminated soils were encountered, the application of regulatory cleanup standards and implementation of **Mitigation Measure HH-2,** as set forth at the end of this section, would serve to protect human health and the environment during site excavation/remediation, thus minimizing excavation/remediation impacts. This impact would be ***less than significant***.

Checklist Items e and f:

The project site is located approximately 4 miles south of the Los Angeles International Airport and approximately 5 miles north of Torrance Airport. Additionally, the project site is not located within the vicinity of a private airstrip. Therefore, the project is not located within an airport land use plan area.

Given the distance from the two airports, project construction and operation would not result in a safety hazard for people residing or working in the project area. Therefore, the project would have ***no impact*** on airport land use plans or people residing or working in the project area.

Checklist Item g:

The project would not result in any interference with emergency response or evacuation plans as it would comply with all fire and building code requirements and standards. Project construction could result in temporary lane closures on Sepulveda Boulevard. However, one lane would remain open at all times and traffic control plans prepared and implemented per Caltrans standards would ensure the steady flow of traffic, therefore having a ***less than significant*** impact on emergency response times.

Checklist Item h:

No wildlands are located within the project area; therefore, the project would have ***no impact*** on wildland fires.

Mitigation

Implementation of the following mitigation measures, as necessary, would reduce potential hazards and hazardous materials impacts to ***less than significant***.

HH-1: Unknown and Undocumented Contamination

If previously unknown and undocumented hazardous materials are encountered during construction or accidentally released as a result of construction activities the following procedures shall be implemented:

- A hazardous materials expert be on call in the event any unknown or undocumented hazardous materials are encountered during construction.
- If hazardous materials are encountered work shall stop immediately and the hazardous materials expert shall be brought in to assess risk and determine appropriate remediation. The hazardous materials expert shall identify the scope and immediacy of the problem.
- Coordination with the responsible agencies shall take place (Department of Toxic Substances Control, the Regional Water Quality Control Board, or the U.S. Environmental Protection Agency).
- The necessary investigation and remediation activities shall be conducted to resolve the situation before continuing construction work.
- **HH-2: Asbestos Containing Materials**
- Asbestos was detected in flooring materials. In order to prevent impacts to construction workers and the public the following procedures shall be implemented:
- Developer shall notify employees and occupants regarding the presence and location of asbestos materials as required under California Health and Safety Code.
- An abatement contractor shall remove asbestos materials prior to demolition, (refer to regulations regulated under California Title 8 1529, 29CFR 1926.1101, South Coast Air Quality Management District (SCAQMD) Rule 1403 and other. Removal of lead shall be performed by lead-certified workers following 5-day California Dept. of Public Health (CDPH) notification, under Cal. Title 8 S1532.1. Contractor shall drum and profile all waste prior to transport and disposal. When profiling, Contractors shall not mix potential lead-containing waste with any other materials (e.g. paper suits).

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4.9 HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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 a 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?			✓	

The analysis in this section is based on information contained in the following documents (See Appendix F):

- Hydrology Study for Gelson's Market 707 & 801 N. Sepulveda Boulevard Manhattan Beach, California (DRC Engineering Inc.), June 24, 2015.
- Standard Urban Storm Water Mitigation Plan for Gelson's Market (DRC Engineering Inc.) June 23, 2015.

4.9.1 Environmental Setting

The study area for the analysis of hydrology and water quality resources encompasses the area of ground disturbance for construction impacts and nearby receiving waters. The project area climate is characterized by warm, dry summers and cooler, wet winters. The receiving waters are Santa Monica Bay and the Pacific Ocean. Santa Monica Bay is listed on the State Water Board's 303(d) list of impaired water bodies for DDT (tissue & sediment), debris, fish consumption advisory, PCBs (Polychlorinated biphenyls) (tissue & sediment), and sediment toxicity.

The Los Angeles County Department of Public Works (LACDPW) maintains the regional storm drain system, including two major pump plants (Polliwog Pond and Johnson Street) in the City. The City maintains the smaller facilities that directly flow into the LACDPW system. The project is not located within any area of localized flooding. The project is located in Zone X (no significant hazard from flooding) and is not located in any Federally designated flood zone. The topography of the project site limits the risk of tsunami.[20] [21]

The market project site is impervious except for the planter along Sepulveda and the sloped area behind the existing retaining wall on the south side of the property. The 8th Street parking area is impervious except for the area behind the existing retaining wall along the east and north sides of the lot. The sites are composed of 90 percent impervious surfaces and 10 percent pervious surfaces.

The majority of the primary project site surface drains to Sepulveda Boulevard. The only existing drainage feature on the sites is a grate inlet with two small outlet drains located at the northwest portion of the main site. A majority of the main site sheet flows out a driveway onto Sepulveda Boulevard. In the parking lot north of 8th Street, the storm water surface drains to 8th Street. An existing 16-inch steel storm drain originates in 8th Street, turns the corner onto Sepulveda Boulevard, and terminates at a bubbler outlet box located approximately 180 feet south of 8th Street.

[20] City of Manhattan Beach General Plan, Community Safety Element, 2003; Community Safety Element, Figure C-3, 1986; and Infrastructure Element, 2003.
[21] FEMA FIRM Map Number 06037C1770F, September 26, 2008.

4.9.2 Regulations and Agencies

Construction

Project construction activities would be regulated under the National Pollutant Discharge Elimination System (NPDES) program administered by the US EPA, which establish requirements for specific categories of industries and construction activities of five acres or more and between one and five acres.

The State Water Resources Control Board (SWRCB) has adopted the statewide General Permit for stormwater discharges associated with construction activity that applies to projects resulting in 1 or more acres of soil disturbance (Order No. 2009-0009-DWQ, NPDES No. CAS000002, as amended by Order 2012-006-DWQ). For projects disturbing more than 1 acre of soil, a construction stormwater pollution prevention plan (SWPPP) is required that specifies site management activities to be implemented during site development. These management activities include construction stormwater best management practices (BMPs), erosion and sedimentation controls, dewatering (nuisance-water removal), runoff controls, and construction equipment maintenance.

Operation

The Los Angeles Regional Water Quality Control Board (LARWQCB) originally issued a Municipal Storm Water NPDES Permit (No. CAS004001) in December 2001[22], that requires new development and redevelopment projects to incorporate storm water mitigation measures. Also known as an MS4 Discharge Permit, the Permit was amended and updated most recently by Final Order No. R4-2012-0175 on November 8, 2012; it became effective on December 28, 2012 and expires on December 28, 2017. Under the 2012 MS4 Discharge Permit, redevelopment is defined as any land-disturbing activity that "results in the creation, addition, or replacement of 5,000 sf or more of impervious surface area on an already developed site."[23]

The 2012 MS4 Discharge Permit requires municipalities to condition development approvals with incorporation of specified stormwater controls. The 2012 MS4 Discharge Permit has been implemented by Los Angeles County through the development of Low Impact Development (LID) guidelines, also known as a Standard Urban Stormwater Mitigation Plan (SUSMP), is a stormwater management strategy that mitigates the impacts of runoff and stormwater pollution as close to its sources as possible. LID comprises a set of site design approaches and best management practices (or BMPs) that are designed to address runoff and pollution at the source. Developers must incorporate appropriate LID requirements into their project plans.

Structural BMPs, also referred to as treatment control BMPs, involve physical treatment of the runoff, usually through structural means. Site design or planning management BMPs are used to minimize runoff from new development and to discourage development in environmentally sensitive areas that are critical to maintaining water quality. The City of Manhattan Beach,

[22] California Regional Water Quality Control Board, Los Angeles Region. Website: http://www.waterboards.ca.gov/rwqcb4/water_issues/programs/stormwater/municipal/la_ms4/2012/Order%20R4-2012-0175%20-%20A%20Final%20Order%20revised.pdf accessed October 2, 2013.

[23] Development Planning for Storm Water Management: A Manual for the Standard Urban Storm Water Mitigation Plan (SUSMP). Los Angeles County Department of Public Works. September 2002 website: http://dpw.lacounty.gov/wmd/npdes/SUSMP_MANUAL.pdf accessed October 2, 2013.

Building and Safety Division, is the agency responsible for overseeing implementation of permit responsibilities for the City.

The project site is connected to the City's existing curb and gutter system. Therefore, the City requires implementation of BMPs for new development and construction as part of its Standard Conditions of Approval.

4.9.3 Checklist Discussion

Checklist Item a and f:

Project Construction. Construction activities would include demolition of existing structures as well as ground disturbing activities including grading, excavation, and construction of the new structures. These activities could potentially mobilize turbidity causing sediment which would enter into the City's stormwater system and/or discharge to surface waterbodies. The project's construction activities would disturb more than 1 acre and would require a General Permit and SWPPP.

Although construction activities could temporarily disturb sediments, BMPs would be implemented to minimize the disturbance of sediments as per the City's Standard Conditions of Approval of the project. Typical BMPs could include erosion control, run-on and run-off control, sediment control, active treatment systems (as necessary), good site management, and non-stormwater management. The specific BMPs used would be determined by the contractor. Implementation of BMPs would reduce the potential for substantial temporary increases in turbidity from leaving the construction site.

Construction equipment has the potential to leak hazardous materials such as oil and gasoline as described above in Section 3.8 *Hazards and Hazardous Materials*. Improper use of fuels, oils, and other construction-related materials may pose a threat to surface or groundwater quality. The storage and handling of these materials would be managed in accordance with applicable state and federal laws for safe handling of hazardous substances, which include developing project-specific hazardous materials management and spill control plans, storing incompatible hazardous materials separately, using secondary containment for hazardous materials storage, requiring the contractor to use trained personnel for hazardous materials handling, and keeping spill clean-up kits available on-site. Proper management of fuels, oils, and other construction-related materials in accordance with applicable state and federal laws for safe handling of hazardous substances would reduce the potential for construction impacts to violate water quality standards or waste discharge requirements to a less-than-significant level. Therefore, this impact would ***be less than significant***.

Project Operation

The project would be subject to the LID and waste discharge requirements for stormwater discharge into municipally owned separate storm sewer systems (MS4s) set forth in the general NPDES stormwater permit issued by the LARWQCB to the County of Los Angeles (Los Angeles County MS4 Permit) and multiple municipalities within the county.[24]

[24] Los Angeles Regional Water Quality Control Board Order No. R4-2012-0175, NPDES No. CAS00400, effective December 28, 2012, Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County.

The project applicant has prepared a SUSMP to identify pollutant sources associated with business operations that may affect the quality of discharges of storm water from the site and to specify storm water pollution prevention measures to reduce potential pollutant discharges.

As stated previously, except for the planter area along Sepulveda Boulevard and the sloped area behind the existing retaining wall on the south side of the property, the market project site consists entirely of impervious surfaces. The 8th Street parking area is entirely impervious with the exception of the area behind the existing retaining wall along the east and north sides of the lot. The sites are composed of 90 percent impervious surfaces and 10 percent pervious surfaces.

A series of inlets and catch basin would collect the storm runoff from the primary project site. Storm runoff would then be conveyed to a diversion manhole. From there, the required treatment flow would be diverted into an underground infiltration system and vortex separator, while the high flow would discharge into an existing 16-inch storm drain via the proposed storm drainpipe. A trench drain is proposed to collect storm water from the parking lot north of 8th Street. This trench drain would flow into an underground infiltration system. Any flow that exceeds the treatment requirement would overflow into 8th Street via a proposed parkway drain and into the City's stormwater drains.

The proposed project would not increase untreated runoff from the project sites. The project would meet all treatment requirements and operation of the project and would not contribute pollutants listed for 303d listed waterbodies in the project's vicinity. Therefore, long-term implementation of the project would not contribute to water quality degradation.

Implementation of operation BMPs, proper storage and handling of hazardous materials, and compliance with LID standards for the project's design would reduce or eliminate adverse effects to water quality. Impacts would be ***less than significant***.

Checklist Item b:

The project is located in a developed urban neighborhood. The existing project area is covered with impervious surfaces including parking lots and existing structures that does not allow for groundwater recharge. The project would not increase the total impervious areas on the site.

Although Manhattan Beach does obtain a portion of their water supply from groundwater extracted by City-owned and operated wells, since the project would not increase impervious surfaces on the site, the project would not affect groundwater recharge or levels. If shallow groundwater is encountered during project construction, the quantity of water that would be removed and treated would be small compared to the existing groundwater basin.

Therefore, the project would not interfere substantially with groundwater recharge or substantially deplete groundwater supplies. Thus, there would be ***no impact***.

Checklist Item c:

The project site is level and there are no streams or rivers on the project site. Construction activities would include the demolition of the existing parking lot and portions or all of some structures, excavation for utilities, and building construction. Construction activities associated with the project have the potential to degrade water quality through the exposure of surface runoff (primarily rainfall) to exposed soils. The SWPPP developed and implemented during project construction, and the construction BMPs implemented as part of the City's Standard

Conditions of Approval of the project, would reduce the potential of erosion during construction activities.

The project area is nearly entirely composed of existing impermeable surfaces. The project would maintain the same elevation on the site and would not change the quantity of surfaces subject to erosion or siltation in the project area. The pattern of stormwater runoff would, therefore, be minimally altered from the existing conditions such that changes in local drainage patterns would not substantially increase the potential for erosion or siltation. Therefore, this impact would be ***less than significant***.

Checklist Item d:

The project site is level and there are no streams or rivers on the project site. The SWPPP developed and implemented during project construction, and the construction BMPs implemented as part of the City's Standard Conditions of Approval of the project, would reduce the potential of flooding during construction activities. The project site is not currently subject to flooding and construction of the project would not increase this potential.

Under the existing conditions, runoff from the project area enters the City's existing stormwater collection system. Stormwater from the project area would continue to drain to the City's municipal separate storm sewer system (MS4) during operation of the project. The project would be designed to implement LID standards by minimizing the change in stormwater runoff volume and the timing of peak flows. Rooftop drainage from the project buildings would be collected by storm drain pipes that would direct flows to bioswales, detention boxes, planters and pervious pavers before discharging to the City's system. This system would allow on-site percolation and slowing of storm flows to minimize on-site and potential downstream erosion potential.

The completed project would maintain the same elevation on the site and would not result in any change in impervious surfaces when compared with current site conditions. As part of the project's design, structural BMPs including landscaping that maximizes infiltration, roof runoff controls, and stormwater percolation would be used to comply with LID guidelines and provisions of the municipal regional stormwater NPDES permit. Rooftop drainage from the completed structures would be collected by storm drain pipes that would direct flows to bioswales, detention boxes, planters and pervious pavers before discharging to the City's curb and gutter system.

These design features would encourage onsite infiltration and would limit the rate and amount of runoff from the project site. Therefore, construction and operation of the project would not alter the existing drainage pattern in such a manner that would result in flooding on- or off-site. This impact would be ***less than significant***.

Checklist Item e:

As described above, the existing project area consists primarily of impermeable surfaces. During project construction, stormwater runoff from the project areas would continue to drain to the City's stormwater collection system or collect in the excavation. As described above, the quantity of potential drainage from the site during construction would not result in flooding.

After construction, the project site would consist of approximately 2.147 acres of impervious area, which is about 90 percent of the site. A series of inlets and catch basin would collect the storm runoff from the primary project site portion of the project area. Storm runoff would then

be conveyed to a diversion manhole. From there, the required treatment flow would be diverted into an underground infiltration system, while the high flow would discharge into an existing 16-inch storm drain via the proposed storm drainpipe.

A trench drain is proposed to collect storm water from the auxiliary employee parking site north of 8th Street. This trench drain would flow into an underground infiltration system. Any flow that exceeds the treatment requirement would overflow into 8th Street via a proposed parkway drain. As shown in Table 4.9-1, impervious area on the project site would not be increased and the project would not result in an increase in runoff on the site.

Table 4.9-1: Existing and Proposed 50-Year Flow Rates

Project Site	Tributary Area (ac)	Q50 Existing Conditions (cfs)	Q50 Project Conditions (cfs)
Primary Project Site	2.22	5.97	5.97
Auxiliary Employee Parking Site	0.17	0.46	0.46
Total	2.39	6.42	6.42

Source: Hydrology Study for Gelson's Market 707 & 801 N. Sepulveda Boulevard Manhattan Beach, California, DRC Engineering Inc., June 24, 2015.

Therefore, the proposed project would not increase runoff from the project sites. As such, design storm flood mitigation is not required. Rooftop drainage from the completed structures would be collected by storm drain pipes that would direct flows to bioswales, detention boxes, planters and pervious pavers before discharging to the City's system. These design features would encourage onsite infiltration prior to discharge to the City's MS4 and, therefore, would not significantly increase the quantity of runoff entering the City's MS4.

The project would implement construction phase BMPs and the standards of the regional NPDES permit to limit runoff water to the storm water system. Thus, there would be ***a less than significant impact*** on storm water drainage systems.

Checklist Item g:

Housing is not proposed as part of the project. Additionally, the project site is not within a 100-year flood hazard area as mapped on the Federal Emergency Management Agency Flood Insurance Rate Map[25]. Therefore, the project would have ***no impact*** on flood hazard zones and housing.

Checklist Items h and i:

The project is not located within the 100-year based floodplain based on Flood Insurance Rate Maps prepared by FEMA[26]. The project does include new above-ground development; however, this development would not expose people or structures to a significant risk of loss, injury or

[25] FEMA FIRM Map Number 06037C1770F, September 26, 2008.
[26] Ibid.

death involving flooding due to the project footprint being outside the 100-year floodplain. The project would have ***no impact*** on flood flows.

Checklist Item j:

The topography of the project site limits the risk of tsunami.[27] The project site is predominately level and there is no risk of raveling and shallow sloughing of hillsides. The project site includes some low retaining walls, which would stabilize any slopes and there would be ***a less than significant*** impact to the project from tsunamis, seiches or mudflows.

Mitigation

No mitigation required.

[27] City of Manhattan Beach General Plan, Community Safety Element, 2003; Community Safety Element, Figure C-3, 1986; and Infrastructure Element, 2003.

4.10 LAND USE AND PLANNING

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
a) Physically divide an established community?			✓	
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?				✓

4.10.1 Environmental Setting

The study area for the analysis of land use and planning encompasses the area of construction disturbance and nearby land uses that would be potentially affected by construction or operation of the proposed project.

City of Manhattan Beach

The proposed project area is located in the Hill Section area of the City. The Hill Section is generally bounded by Manhattan Beach Boulevard, Sepulveda Boulevard, Boundary Place, and Valley Drive/Ardmore Avenue.

The project site consists of five parcels, located on two sites: 707 and 801 N. Sepulveda Boulevard. These sites are to the west of Sepulveda Boulevard and south of Manhattan Beach Boulevard, main thoroughfares in the City. Sepulveda Boulevard is also designated as SR-1.

The project sites consist of under-utilized commercial buildings and surface parking areas. The primary project site is located on Sepulveda Boulevard, between 6th and 8th Streets, with the auxiliary employee parking site located on the north side of 8th Street and to the west of Sepulveda Boulevard. The sites are located in a predominately commercial area along Sepulveda Boulevard, with surrounding areas consisting of suburban residential development.

The site is comprised of several parcels (APNs 4169-005-001, 4169-005-002, 4169-005-003, 4169-005-025, and 4170-038-017). The 2.22-acre primary project site located at 707 N. Sepulveda Boulevard is currently developed with three unoccupied buildings, including a former automobile showroom, collision repair facility, service depot, and surface parking. The 801 N. Sepulveda Boulevard site is developed with a metal storage shed and paved areas.

The project sites are designated as General Commercial under the City's General Plan, and zoned as General Commercial.

4.10.2 Checklist Discussion

Checklist Item a:

The proposed project would result in the renovation of existing buildings and development of commercial and parking uses on a previously developed site. Typically, division of a community would occur through the extension of roadways or barriers through a developed area that limit access through the area. Land uses adjoining the project site along Sepulveda Boulevard include commercial, retail, and restaurant uses. Residential uses are located on streets to the west of the project. Given the existing mix of land uses in close proximity and previously developed nature of the site, the proposed project would not physically divide an established community Impacts to community division would be ***less than significant***.

Checklist Item b:

The project sites are designated as General Commercial (GC) under the City's General Plan. The GC land use category provides opportunities for a broad range of retail and service commercial and professional office uses intended to meet the needs of local residents and businesses and to provide goods and services for the regional market. The General Commercial category accommodates uses that typically generate heavy traffic. Therefore, this designation applies primarily along Sepulveda Boulevard and targeted areas along Manhattan Beach Boulevard, Artesia Boulevard, and Aviation Boulevard. The project proposes a specialty market, commercial building, and parking areas. These uses would be consistent with the GC land use designation.

The project sites are zoned as General Commercial (CG). The CG zoning does not include specific setback distances. The CG zoning allows for construction up to 30 feet in height for pitched roofs or 22 feet for flat roofs as measured from the average site grade. The buildings proposed as part of the project are consistent with the Code's maximum building height limits. The primary project site has an existing grade that is not clearly representative of the site topography because of existing extreme slopes at Larsson Street and 6th Street. Under this circumstance, the Code has established regulations for the measurement of building heights. Figures 2-12 and -13 show the maximum building heights in comparison to the average site elevation and existing buildings. In compliance with the Code, no portion of the specialty market building or the financial service/investment company building would have a height greater than 22 feet as measured from the average site elevation of 153.2 feet above sea level. The project's buildings would range in height from 20.8 feet to 25.5 feet above the finish floor, which is within the Code's allowed height of 26.4 feet based on the topographic conditions of the primary project site. At no point would any portion of any building extend beyond a height of 26.4 feet from the existing site grade under each respective building on the primary project site (See Figures 2-12 and -13). This is in compliance with the Code's limitation that no building may exceed the maximum allowable height above existing grade or finish grade (whichever is lower) by more than twenty percent (22 feet multiplied by 1.2 (20 percent) equals 26.4 feet, and buildings would be measured from the lower existing grade).[28] Ultimately there would be little change on the primary project site with regard to the buildings' height because the heights of the proposed project are similar to the unoccupied buildings currently existing on the primary project site.

[28] Manhattan Beach Municipal Code § 16.60.050.

The zoning allows 1.5:1 for a maximum FAF for the project site. The project proposes construction of a 27,900 SF specialty market and 7,000 SF commercial building on the 2.22-acre primary project site, resulting in an FAF of 0.36:1. Therefore, the project would be consistent with FAF on the site.

The project applicant would be required to apply and receive approval of a Master Use Permit, Use Permit to allow an Eating and Drinking Establishment uses, Use Permit to allow Alcohol Sales, Use Permit to allow the Collective Provision of Parking, Sign Program, and Right-of-Way Permit. Therefore, the project would be required to be consistent with all City codes prior to issuance of any grading, building, or occupancy permits.

Therefore, the proposed project would be in compliance with all applicable Manhattan Beach land use plan, policies, and regulations. Impacts to land use plans would be ***less than significant***.

Checklist Item c:

The proposed project is located in an established urban area. No habitat or natural community conservation area has been designated for the project area, thus, the proposed project would not conflict with any applicable habitat conservation plan or natural community conservation plan. Thus, there would be ***no impact*** on habitat conservation plans or natural community plans.

Mitigation

No mitigation required.

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4.11 MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
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?				✓

4.11.1 Environmental Setting

The study area for the analysis of mineral resources encompasses the area of ground disturbance during construction. The project site is not designated as a mineral resource in the Los Angeles County General Plan[29]. No unique geologic features or significant mineral resources have been identified in the project area. The area is not identified as a substantial source of aggregate minerals.

4.11.2 Checklist Discussion

Checklist Items a and b:

No locally important or regionally valuable mineral resources are known to exist in the project area. In addition, no area within the vicinity of the proposed project has been delineated as a mineral recovery site on a local general plan, specific plan, or other land use plan. Therefore, the proposed project would not result in a loss of availability of a known mineral resource nor would it contribute to a cumulative impact on mineral resources. Thus, there would be ***no impact*** on mineral resources in the project area.

Mitigation

No mitigation required.

[29] Los Angeles County, Department of Regional Planning, May, 2014. Additional Sources: California Energy Commission, California Department of Conservation.

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4.12 NOISE

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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?				✓

4.12.1 Environmental Setting

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady "background" noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

Leq – An Leq, or equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the Leq of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

Lmax – The maximum instantaneous noise level experienced during a given period of time.

Lmin – The minimum instantaneous noise level experienced during a given period of time.

CNEL – The Community Noise Equivalent Level is a 24-hour average Leq with a 5 dBA "weighting" during the hours of 7:00 p.m. to 10:00 p.m. and a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24 hour Leq would result in a measurement of 66.7 dBA CNEL.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. For residential uses, environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60–70 dBA range, and high above 70 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet suburban residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate level noise environments are urban residential or semi-commercial areas (typically 55–60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60–75 dBA) or dense urban or industrial areas (65–80 dBA).

It is widely accepted that in the community noise environment the average healthy ear can barely perceive CNEL noise level changes of 3 dBA. CNEL changes from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise. A 5 dBA CNEL increase is readily noticeable, while the human ear perceives a 10 dBA CNEL increase as a doubling of sound.

Noise levels from a particular source generally decline as distance to the receptor increases. Other factors, such as the weather and reflecting or barriers, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically "hard" locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically "soft" locations (i.e., the area between the source and receptor is normal earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. In

addition, noise levels are also generally reduced by 1 dBA for each 1,000 feet of distance due to air absorption. Noise levels may also be reduced by intervening structures – generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The normal noise attenuation within residential structures with open windows is about 17 dBA, while the noise attenuation with closed windows is about 25 dBA.

4.12.2 Checklist Discussion

Checklist Item a:

A significant impact would occur if the proposed project would generate excess noise that would cause the ambient noise environment at the project site to exceed noise level standards set forth in the City of Manhattan Beach General Plan Noise Element and the City of Manhattan Beach Noise Regulations as detailed in Chapter 5.48 of the City of Manhattan Beach Municipal Code (MBMC). Implementation of the proposed project would result in an increase in ambient noise levels during both construction and operation, as discussed in further detail below.

City of Manhattan Beach General Plan Noise Element

The Noise Element of the City of Manhattan Beach General Plan establishes CNEL guidelines for land use compatibility and includes a number of goals, objectives, and policies for land use planning purposes. In addition, the Noise Element provides guidelines for determining project impacts and CNEL guidelines for noise/land use compatibility. These plans and regulations are further described below.

The overall purpose of the Noise Element of a General Plan is to protect residential neighborhoods, schools, and similar noise-sensitive uses from the harmful and annoying effects of exposure to excessive noise. Specific policies related to noise associated with a development project include the following:

- Policy N-1.4—Ensure the effective enforcement of City, State, and Federal noise levels by all appropriate City divisions;
- Policy N-2.2—Ensure acceptable noise levels near residences, schools, medical facilities, and other noise-sensitive areas;
- 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-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.

The City of Manhattan Beach has adopted local guidelines based, in part, on the community noise compatibility guidelines established by the State Department of Health Services for use in

assessing the compatibility of various land use types with a range of noise levels. These guidelines are set forth in the City of Manhattan Beach Noise Element in terms of the CNEL. CNEL guidelines for specific land uses are classified into four categories: (1) "normally acceptable," (2) "conditionally acceptable," (3) "normally unacceptable," and (4) "clearly unacceptable." As shown in Table 4.12-1, a CNEL value of 75 dBA is the upper limit of what is considered a "conditionally acceptable" noise environment for commercial uses. New development should generally be discouraged within the "unacceptable" category. However, if new development is proposed in an area with potentially unacceptable noise compatibility, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Table 4.12-1: Noise/Land Use Compatibility Matrix

Land Use	Normally Acceptable[a]	Conditionally Acceptable[b]	Normally Unacceptable[c]	Clearly Unacceptable[d]
Single-Family, Duplex, Mobile Homes	50 - 60	60 - 65	65 - 75	above 75
Multi-Family Homes	50 - 60	60 - 65	65 - 75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 60	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 60	60 - 70	70 - 80	above 80
Auditoriums, Concert Halls, Amphitheaters	---	50 - 65	---	above 65
Sports Arena, Outdoor Spectator Sports	---	50 - 70	---	above 70
Playgrounds, Neighborhood Parks	50 - 70	---	70 - 75	above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 70	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 65	65 - 75	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 70	70 - 80	above 80	---

[a] 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.

[b] 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.

[c] Normally Unacceptable: New construction or development should generally 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.

[d] Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: City of Manhattan Beach General Plan Noise Element, Figure N-2: Noise/Land Use Compatibility Matrix.

City of Manhattan Beach Noise Regulations

The City of Manhattan Beach Noise Regulations are provided in Chapter 5.48 of the MBMC. Section 5.48.060 of the MBMC prohibits construction between the hours of 6:00 p.m. and 7:30 a.m. Monday through Friday, before 9:00 a.m. and after 6:00 p.m. on Saturday, and at any time

on Sundays or holidays observed by the City. In addition, Section 5.48.250 of the MBMC exempts construction activities from the City's exterior noise standards as defined in Section 5.48.160.

Section 5.48.160 of the MBMC provides exterior noise standards for various land uses (zones). Table IV.F-3 on page IV.F-8 of the MBMC, provides the baseline exterior noise standards. The baseline exterior noise standards are based on noise sources that last a cumulative thirty (30) minute in any hour (L50 levels). According to the MBMC, if the existing ambient level (L50) exceeds the City's baseline levels, then the ambient L50 becomes the exterior noise standard. For residentially-zoned areas, the baseline exterior sound levels limits are 50 dBA (L50) during the daytime and 45 dBA during the nighttime for a cumulative period of more than 30 minutes in any hour. To account for people's increased tolerance for short duration noise events, the MBMC allows an additional 5 dBA increase for a noise lasting less than 15 minutes in any 1-hour period, an additional 5 dBA increase for noise sources lasting less than 5 minutes in any 1-hour period (total 10 dBA above the baseline), and an additional 5 dBA increase for noise sources lasting less than 1 minute in any 1-hour period (total 15 dBA above the baseline).

Table 4.12-2
City of Manhattan Beach Exterior Noise Standards

Zone	Time of Day	Exterior A-Weighted Noise Levels, dBA[1]
Residential	7:00 AM – 10:00 PM	50
	10:00 PM – 7:00 AM	45
Commercial	7:00 AM – 10:00 PM	65
	10:00 PM – 7:00 AM	60
Industrial	7:00 AM – 10:00 PM	70
	10:00 PM – 7:00 AM	70

This Table is used by the City to develop noise standards based on the duration of the noise source.

These standards are described below.

Standard No. 1 shall be the exterior noise level which may not be exceeded for a cumulative period of more than 30 minutes in any hour. Standard No. 1 shall be the applicable noise level indicated above; or, if the ambient L50 exceeds the forgoing level, then the ambient L50 becomes the exterior noise level for Standard No. 1.

Standard No. 2 shall be the exterior noise level which may not be exceeded for a cumulative period of more than 15 minutes in any hour. Standard No. 2 shall be the applicable noise level from Standard 1 plus 5 dBA; or, if the ambient L25 exceeds the forgoing level, then the ambient L25 becomes the exterior noise level for Standard No. 2

Standard No. 3 shall be the exterior noise level which may not be exceeded for a cumulative period of more than five minutes in any hour. Standard No. 3 shall be the applicable noise level from Standard 1 plus 10 dBA; or, if the ambient L8 exceeds the forgoing level, then the ambient L8.3 becomes the exterior noise level for Standard No. 3.

Standard No. 4 shall be the exterior noise level which may not be exceeded for a cumulative period of more than one minute in any hour. Standard No. 4 shall be the applicable noise level from Standard 1 plus 15 dBA, or, if the ambient L2 exceeds the forgoing level, then the ambient L2 becomes the exterior noise level for Standard No. 4.

Standard No. 5 shall be the exterior noise level which may not be exceeded for any period of time (L0 or Lmax). Standard No. 4 shall be the applicable noise level from Standard 1 plus 20 dBA; or, if the ambient L0 exceeds the forgoing level, then the ambient L0 becomes the exterior noise level for Standard No. 4.

Source: MBMC, Section 5.4.8.160.

Existing Noise Conditions in Project Site Vicinity

Measured Ambient Noise Levels & Existing Sensitive Receptors

To identify the existing ambient noise levels in the general vicinity of the project site, noise measurements were taken with a 3M SoundPro SP DL-1 sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2006) – Specification for Sound Level Meters/Type 1. Additionally, this noise meter meets the requirement specified in MBMC Section 5.48.020 that the instruments be "Type S-2A" standard instruments or better. This instrument was calibrated and operated according to the manufacturer's written specifications.

At the measurement sites, the microphone was placed at a height of approximately five feet above grade. The nearest sensitive receptors that could potentially be subject to noise impacts associated with the construction and operation of the proposed project include residential uses to the west (approximately 60 feet from the project site), south (approximately 115 feet from the project site), east (approximately 200 feet from the project site), and north (approximately 60 feet from the project site). See Figure 4.12-1, Noise Monitoring and Sensitive Receptor Location Map. The measured noise levels are shown in Table 4.12-3, Existing Ambient Noise Levels in Project Site Vicinity.

Table 4.12-3
Existing Ambient Noise Levels in Project Site Vicinity

No.	Location	Primary Noise Sources	Noise Level Statistics (dBA) [a]		
			Leq	Lmin	Lmax
1	West of the project site, midblock on Larsson St. between 8th St. and 6th St.	Traffic and parking noise along Larsson St.; pedestrian activity. Light construction activity from 8th St. was barely perceptible.	57.3	43.2	81.8
2	South of the project site, midblock on 6th St. between Larsson St. and Sepulveda Blvd.	Traffic and parking noise along 6th St. and Sepulveda Blvd.	54.4	46.6	69.3
3	Northeast corner of the project site, fronting Sepulveda Blvd.	Traffic along Sepulveda Blvd.; light activity on surface and street parking areas. Light construction activity from 8th St. was barely perceptible.	67.2	55.8	81.1

a Noise measurements were taken on Tuesday, September 22, 2015 at 1:26 p.m. See Appendix G to this IS/MND for noise data.

Existing Off-Site Roadway Noise Levels

Existing roadway noise levels were calculated for six roadway segments located in proximity to the project site. The roadway segments selected for analysis are considered to be those that are expected to be most directly impacted by project-related traffic, which, for the purpose of this analysis, include the roadways that are nearest to the project site and have the most project-generated trips. These roadways, when compared to roadways located farther away from the project site, would experience the greatest percentage increase in traffic generated by the project and which therefore have the potential to generate the greatest increase in noise.

EcoTierra consulting

Figure 4.12-1
Noise Monitoring and Sensitive Receptor Location Map

Calculation of the existing roadway noise levels was accomplished using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108) and traffic volumes from the project traffic analysis. The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (energy rates) utilized in the FHWA Model have been modified to reflect average vehicle noise rates identified for California by Caltrans. The Caltrans data show that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels.[30] The average daily noise levels along study area roadway segments are presented in Table 4.12-4, Existing Roadway Noise Levels. See Appendix G to this Draft IS/MND for more information related to the assumptions utilized in estimating the off-site roadway noise levels.

Table 4.12-4: Existing Roadway Noise Levels

Roadway	Roadway Segment	dBA CNEL
Sepulveda Blvd.	North of 8th St.	74.0
	Between 8th St. & 6th St.	73.9
	South of 6th St.	73.9
Larsson St.	Between 8th St. & 6th St.	53.2
8th St.	West of Sepulveda Blvd.	57.5
6th St.	West of Sepulveda Blvd.	54.0

Traffic data: Project's Traffic Impact Study, KOA Corporation, March 2016. Daily (24-hour) CNEL traffic noise levels are based on average daily traffic for each segment.

Noise data provided in Appendix G to this Draft IS/MND.

Construction Noise Impacts

As stated previously, Section 5.48.060 of the MBMC prohibits construction between the hours of 6:00 p.m. and 7:30 a.m. Monday through Friday, before 9:00 a.m. and after 6:00 p.m. on Saturday, and at any time on Sundays or holidays observed by the City. In addition, Section 5.48.250 of the MBMC exempts construction activities from the City's exterior noise standards as defined in Section 5.48.160 as long as the construction activities occur within the specified allowable hours.

Construction of the proposed project would require the use of heavy equipment for demolition, grading and foundation preparation, the installation of utilities, paving, and building construction/renovation activities. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity.

The U.S. Environmental Protection Agency (EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. The data pertaining to the types of construction equipment and activities that would occur at the project site are presented in Table 4.12-5, Noise Range of Typical Construction

[30] California Vehicle Noise Emission Levels (Final Report), State of California Department of Transportation, January 10, 987.

Equipment, and Table 4.12-6, Typical Outdoor Construction Noise Levels, respectively, at a distance of 50 feet from the noise source (i.e., reference distance).

Table 4.12-5: Noise Range of Typical Construction Equipment

Construction Equipment	Noise Level in dBA L_{eq} at 50 Feet [a]
Front Loader	73-86
Trucks	82-95
Cranes (moveable)	75-88
Cranes (derrick)	86-89
Vibrator	68-82
Saws	72-82
Pneumatic Impact Equipment	83-88
Jackhammers	81-98
Pumps	68-72
Generators	71-83
Compressors	75-87
Concrete Mixers	75-88
Concrete Pumps	81-85
Back Hoe	73-95
Tractor	77-98
Scraper/Grader	80-93
Paver	85-88

[a] Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.

Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

Table 4.12-6: Typical Outdoor Construction Noise Levels

Construction Phase	Noise Levels at 50 Feet with Mufflers (dBA L_{eq})	Noise Levels at 60 Feet with Mufflers (dBA L_{eq})	Noise Levels at 100 Feet with Mufflers (dBA L_{eq})	Noise Levels at 200 Feet with Mufflers (dBA L_{eq})
Ground Clearing	82	80	76	70
Excavation, Grading	86	84	80	74
Foundations	77	75	71	65
Structural	83	81	77	71
Finishing	86	84	80	74

Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

The noise levels shown in Table 4.12- 6 represent composite noise levels associated with typical construction activities, which take into account both the number of pieces and spacing of heavy construction equipment that are typically used during each phase of construction. As shown in

Table 4.12-6, construction noise during the heavier initial periods of construction is presented as 86 dBA Leq when measured at a reference distance of 50 feet from the center of construction activity. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA Leq measured at 50 feet from the noise source to the receptor would reduce to 78 dBA Leq at 100 feet from the source to the receptor, and reduce by another 6 dBA Leq to 72 dBA Leq at 200 feet from the source to the receptor. As discussed previously, the nearest sensitive receptors are the residences located approximately 60 feet to the west and north of the project site. Consistent with the data provided in Table 4.12-6 construction activities associated with the proposed project would be expected to generate noise levels of approximately 75 dBA to 84 dBA Leq at these distances.

It should be noted, however, that any increase in noise levels at off-site receptors during construction of the proposed project would be temporary in nature, and would not generate continuously high noise levels, although occasional single-event disturbances from construction are possible. In addition, the construction noise during the heavier initial periods of construction (i.e., grading work) would typically be reduced in the later construction phases (i.e., interior building construction at the proposed buildings) as the physical structure would break the line-of-sight noise transmission from the construction areas to the nearby sensitive receptors. Based on the construction activity proposed, **Mitigation Measures NOI-1 through NOI-8** have been included to ensure construction noise levels are reduced to the maximum extent feasible. With the incorporation of these mitigation measures, construction noise levels would be reduced by approximately 20 dBA.[31] As such, the mitigated construction noise levels at the nearest sensitive receptor (60 feet) would range from approximately 55 dBA to 64 dBA Leq.

As stated previously, the City does not have specific limitation on construction noise levels. Instead, construction noise is regulated by limiting construction activity to the less noise sensitive daytime hours. Also stated previously, Section 5.48.060 of the MBMC prohibits construction between the hours of 6:00 p.m. and 7:30 a.m. Monday through Friday, before 9:00 a.m. and after 6:00 p.m. on Saturday, and at any time on Sundays or holidays observed by the City. Thus, although construction activity would temporarily increase noise levels at the identified sensitive receptors, the proposed construction activity would occur within the time confines set forth within the Noise Regulations and, thus, project construction activity would be consistent with City standards. Through compliance with the City's Noise Regulations and the implementation of **Mitigation Measures NOI-1 through NOI-8**, construction noise impacts would be considered ***less than significant***.

Operational Noise

Off-Site Traffic Noise

The increase in traffic resulting from implementation of the proposed project would increase ambient noise levels at off-site locations in the project vicinity. These concerns were addressed

[31] United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971. Per Table V, Noise Control For Construction Equipment, use of improved mufflers/silencers would achieve approximately 10 dBA reduction and enclosures/barriers blocking line-of-sight would achieve approximately 10 dBA reduction. While the additional project mitigation measures would reduce noise, it should be noted that all reductions would not be wholly additive, but would be incremental and therefore have conservatively not been quantified in the estimated reduction.

using the FHWA-RD-77-108 model, which calculates the noise level (CNEL) for a particular reference set of input conditions, based on site-specific traffic volumes, vehicle mix, distances, speeds and/or noise barriers. Based on the Traffic Study prepared for the proposed project (included as Appendix H to this Draft IS/MND) in combination with the research of the surrounding land uses, roadway noise levels were forecasted to determine if the project's vehicular traffic would result in a significant impact at off-site locations.

Off-site locations in the project vicinity would experience a slight increase in noise resulting from the additional traffic generated by the project. The increases in noise levels at selected roadway segments located in close proximity to the project site are identified in Table 4.12-7, Off-Site Roadway Noise Levels. This analysis identifies the changes in future noise levels along the study-area roadway segments for the following scenarios: Existing, Existing With Project, Future Without Project (2017), and Future With Project (2017).

As shown in Table 4.12-7, the project would increase local noise levels by a maximum of 2.2 dBA CNEL during the cumulative scenario (Future with Project minus Existing) for the roadway segment of 8th Street west Sepulveda Boulevard. The increase in local noise levels at all of the analyzed roadway segments resulting from implementation of the proposed project would be less than 3 dBA CNEL (identified previously as barely perceptible).

In addition, Sepulveda Boulevard (a commercial corridor and designated as a truck route in the City's General Plan) would continue to generate noise levels considered as conditionally acceptable for the adjacent commercial land uses, and Larsson, 8th and 6th Streets would continue to generate noise levels considered as normally acceptable for the adjacent residential land uses. In addition, as the other roadway segments that are located even farther away from the project site would experience less traffic increases due to the project, the increase in local noise levels at these roadway segments would also not exceed identified standards and impacts would be ***less than significant***.

Table 4.12-7: Off-Site Roadway Noise Levels

Roadway	Roadway Segment	dBA CNEL						
		Existing [1]	**Existing With Project [2]**	***Net Increase [2]-[1]***	**Future Without Project (2017) [3]**	**Future With Project (2017) [4]**	***Net Increase [4]-[3]***	***Cumulative Increase [4]-[1]***
Sepulveda Blvd.	North of 8th St.	74.1	74.1	***0.0***	74.4	74.4	***0.0***	***0.3***
	Between 8th St. & 6th St.	74.0	74.1	***0.1***	74.3	74.4	***0.1***	***0.4***
	South of 6th St.	74.0	74.0	***0.0***	74.3	74.4	***0.1***	***0.4***
Larsson St.	Between 8th St. & 6th St.	53.2	54.5	***1.3***	53.2	54.5	***1.3***	***1.3***
8th St.	West of Sepulveda Blvd.	57.6	59.8	***2.2***	57.6	59.8	***2.2***	***2.2***

Roadway	Roadway Segment	dBA CNEL						
		Existing [1]	Existing With Project [2]	*Net Increase [2]-[1]*	Future Without Project (2017) [3]	Future With Project (2017) [4]	*Net Increase [4]-[3]*	*Cumulative Increase [4]-[1]*
6th St.	West of Sepulveda Blvd.	54.1	54.6	***0.5***	54.1	54.6	***0.5***	***0.5***

Traffic data: Project's Traffic Impact Study, KOA Corporation, March 2016.
Noise data provided in Appendix G to this Draft IS/MND.

Parking, Deliveries, and Access

Noise would be generated by activities associated with surface parking, access, and loading/unloading of delivery trucks for the proposed commercial uses. Sources of noise within these areas would include delivery truck movements/idling, truck warning back-up beepers, loading/unloading operations, engines accelerating, doors slamming, car alarms, and people talking. Noise levels within the parking areas would fluctuate with the amount of automobile and human activity. It is anticipated that parking related noise would be substantially similar to the noise generated by the historical uses of the surface parking lot on the project site, and existing street surface parking in the project site vicinity. Delivery truck operations would occur in a manner consistent with the allowable activities identified in the City's planning and zoning code for commercial uses, and delivery trucks would be restricted to between 7:00 a.m. and 10:00p.m. Monday to Friday and 8 a.m. to 10:00 p.m. Saturday, Sunday and major holidays. No deliveries would occur on Sunday. Truck back-up warning beepers would be used consistent with the requirements of Section 3706 (Truck Warning Devices) of the Cal/OSHA Regulations. Section 5.48.190 of the MBMC (Warning devices) states warning devices are exempted from the provisions of City noise standards. Noise levels associated with delivery trucks and the loading dock area have been estimated for each of the sensitive receptors identified previously in Figure 4.12-1, Noise Monitoring and Sensitive Receptor Location Map.[32] Sensitive Receptor No. 1 (residences to the west of the project site) would be the closest receptor to the loading area and could experience noise levels of approximately 55 dBA while a delivery is taking place. This noise level would be less than the ambient 57.3 dBA noise level monitored for this location (see Table 4.12-3, Existing Ambient Noise Levels in Project Site Vicinity, previously). As such, project-related deliveries would not have the potential to substantially increase noise levels over existing levels without the project.

Furthermore, as the project would be required to comply with all components of the City's Noise Regulations, compliance with Section 5.48.140 of the MBMC would ensure on-site parking, deliveries and access would not result in noise disturbances at off-site locations. Specifically, Section 5.48.140 of the MBMC states 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

[32] See Appendix G to this Draft IS/MND for the delivery noise calculations at each sensitive receptor.

reasonable person of normal sensitiveness. Therefore, these impacts would be considered l***ess than significant***.

On-Site Stationary Noise Sources

Stationary sources of noise, such as mechanical HVAC equipment would be installed for the proposed uses at the project site. Noise levels associated with mechanical and HVAC equipment have been estimated for each of the sensitive receptors identified previously in Figure 4.12-1, Noise Monitoring and Sensitive Receptor Location Map.[33] Sensitive Receptor No. 1 (residences to the west of the project site) would be the closest receptor to the mechanical equipment and could experience noise levels of approximately 55 dBA while the equipment is in use. This noise level would be less than the ambient 57.3 dBA noise level monitored for this location (see Table 4.12-3, Existing Ambient Noise Levels in Project Site Vicinity, previously). As such, project-related mechanical and HVAC equipment would not have the potential to substantially increase noise levels over existing levels without the project. It should also be noted that the project's mechanical and HVAC equipment would be substantially similar to the equipment previously used on the site and equipment currently used in the vicinity of the site. In addition, the project's mechanical equipment would be designed to comply with the City's exterior noise standards and the significance thresholds so as not to exceed the established ambient noise levels. The project would also be required to comply with Section 10.60.090 (Screening of mechanical equipment) of the MBMC which states equipment to be screened from view includes, but is not limited to, heating, air conditioning, refrigeration equipment, plumbing lines, ductwork, and transformers. The screening would serve to provide visual relief, and slightly reduce noise levels at off site locations. Thus, because the project's mechanical and HVAC equipment would not have the potential to substantially increase existing noise levels at sensitive receptors, and would be required to comply with the MBMC and the City's exterior noise standards, noise impacts from on-site stationary sources would be considered ***less than significant***.

Checklist Items b:

Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as groundborne vibration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential building damage, while RMS velocity in decibels (VdB) is typically more suitable for evaluating human response.

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth,

[33] Ibid.

the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction Vibration Impacts

Construction activities for the proposed project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate though the ground and diminishes in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. The construction activities associated with the proposed project could have an adverse impact on both sensitive structures (i.e., building damage) and populations (i.e., annoyance).

In terms of construction-related impacts on buildings, the City has not adopted policies or guidelines relative to groundborne vibration. While the Los Angeles County Code (LACC Section 12.08.350) states a presumed perception threshold of 0.01 inch per second RMS, this threshold applies to groundborne vibrations from long-term operational activities, not construction. Consequently, this analysis utilizes the Federal Transit Administration (FTA) and California Department of Transportation's (Caltrans) adopted vibration standards for buildings which are used to evaluate potential impacts related to construction. Based on the FTA and Caltrans criteria, construction impacts relative to groundborne vibration would be considered significant if the following were to occur:[34]

> Project construction activities would cause a PPV groundborne vibration level to exceed 0.5 inches per second at any building that is constructed with reinforced-concrete, steel, or timber;
>
> Project construction activities would cause a PPV groundborne vibration level to exceed 0.3 inches per second at any engineered concrete and masonry buildings;
>
> Project construction activities would cause a PPV groundborne vibration level to exceed 0.2 inches per second at any non-engineered timber and masonry buildings; or
>
> Project construction activities would cause a PPV ground-borne vibration level to exceed 0.12 inches per second at any historical building or building that is extremely susceptible to vibration damage.

In addition, the City has not adopted any thresholds associated with human annoyance for groundborne vibration impacts. Therefore, this analysis uses the FTA's vibration impact thresholds for human annoyance. These thresholds include 80 VdB at residences and buildings where people normally sleep (e.g., nearby residences) and 83 VdB at institutional buildings, which includes schools and churches. No thresholds have been adopted or recommended for commercial and office uses.

Table 4.12-8, Vibration Source Levels for Construction Equipment, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate at the project site during construction. As shown, vibration velocities could range from 0.003 to 0.089

[34] Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006; and California Department of Transportation, Transportation- and Construction – Induced Vibration Guidance Manual, June 2004.

inch/sec PPV at 25 feet from the source activity, with corresponding vibration levels ranging from 58 VdB to 87 VdB at 25 feet from the source activity, depending on the type of construction equipment in use.

Table 4.12-8: Vibration Source Levels for Construction Equipment

Equipment	Approximate PPV (in/sec)					Approximate RMS (VdB)				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson Drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, 2006.

With respect to construction vibration impacts upon existing off-site structures, there are no historical buildings or buildings that are extremely susceptible to vibration damage within 25 feet of proposed heavy construction activity. As shown in Table 4.12-8 above, at distances beyond 25 feet from the project site boundary, construction related vibration levels would not have the potential to exceed 0.089 PPV. As discussed previously, the most restrictive threshold for building damage from vibration is 0.12 PPV for historic buildings and buildings that are extremely susceptible to vibration damage, and the least restrictive threshold is 0.5 PPV at any building that is constructed with reinforced-concrete, steel, or timber. As maximum off-site vibration levels at existing structures would not have the potential to exceed 0.089 PPV, the project's construction activities would not exceed the identified thresholds of significance for building damage from vibration. As such, impacts with respect to building damage upon off-site structures would be ***less than significant***.

In terms of human annoyance resulting from vibration generated during construction, the previously identified sensitive residential uses are located approximately 60 feet from the nearest boundary of the project site. As shown in Table 4.12-8 above, at distances of 60 feet construction related vibration levels would not have the potential to exceed 76 VdB. These vibration levels would not exceed the 80 VdB threshold for residences or buildings where people sleep. As such, human annoyance impacts with respect to construction-generated vibration increases would be less than significant.

Operational Vibration Impacts

The project involves the operation of commercial uses and would not involve the use of stationary equipment that would result in high vibration levels, which are more typical for large industrial projects. Groundborne vibrations at the project site and immediate vicinity currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways. Vibration levels from refuse trucks would be similar to that of heavy duty loaded trucks, generating vibration levels of approximately 75 VdB at 60 feet. While refuse trucks would be used for the removal of solid waste at the project site, the project would not

substantively increase in the number of refuse truck trips as the project would be served by the existing refuse trucks assigned to the project area. Furthermore, the estimated vibration levels of 75 VdB generated by refuse trucks would not exceed the 80 VdB threshold for residences or buildings where people sleep. Delivery truck operations would occur in a manner consistent with the allowable activities identified in the City's planning and zoning code for commercial uses, and delivery trucks would be restricted to between 7:00 a.m. and 10:00 p.m. Monday to Friday, and 8 a.m. to 10:00 p.m. Saturday, Sunday and major holidays.

Based on a review on the project plans, the delivery areas would not be located within a line-of-sight to the nearest off-site sensitive receptors to the north, west, and south of the project site and loading/unloading areas would be located more than 60 feet from the nearest residential receptor. As shown in Table 4.12-8 above, at distances of 60 feet vibration levels from heavy-duty loaded trucks would not have the potential to exceed 75 VdB. These vibration levels would not exceed the 80 VdB threshold for residences or buildings where people sleep. As such, vibration impacts associated with operation of the project would be ***less than significant***.

Checklist Item c:

A significant impact may occur if the proposed project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the proposed project. As discussed in Checklist Question 12(a) above, the project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Therefore, this impact would be ***less than significant***.

Checklist Item d:

As discussed in Checklist Question 12(a) above, impacts would be less than significant for construction noise and vibration, and operational noise and vibration. In addition, **Mitigation Measures NOI-1 through -8** would ensure temporary construction noise levels are reduced to the maximum extent feasible. As such, these impacts would be ***less than significant***.

Checklist Item e:

The nearest airports to the project site are the Los Angeles International Airport and the Hawthorne Municipal Airport, which are both located more than 4.0 miles from the project site. Thus, the project site is not located within an airport land use plan and is not located within two miles of a public airport. As such, the project would not expose people residing or working in the project area to excessive noise levels related to the operation of a public airport. Therefore, ***no impact*** related to public airport noise exposure would occur.

Checklist Item f:

This question would apply to a project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. The project site is not located in the vicinity of a private airstrip. As no such facilities are located in the vicinity of the project site, ***no impact*** would occur.

Mitigation

With the incorporation of the following mitigation measures, construction noise levels would be reduced by approximately 20 dBA.[35]

Mitigation Measure NOI-1

A temporary, continuous sound barrier shall be erected along the perimeter of the project site. The barrier shall be at least 8 feet in height and constructed of materials achieving a Transmission Loss (TL) value of at least 20 dBA, such as ½ inch plywood.[36]

Mitigation Measure NOI-2

Exterior noise-generating construction activities shall be limited to Monday through Friday from 7:30 A.M. to 6:00 P.M., and from 9:00 A.M. to 6 P.M. on Saturdays. No noise-generating exterior construction activities shall occur on Sundays or City-observed holidays.

Mitigation Measure NOI-3

Construction activities shall be scheduled so as to avoid operating several pieces of heavy equipment simultaneously when close to nearby sensitive uses, which causes high noise levels.

Mitigation Measure NOI-4

Noise-generating construction equipment shall be equipped with effective noise control devices; i.e., mufflers, lagging, and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise due to worn or improperly maintained parts would be generated.

Mitigation Measure NOI-5

Engine idling from construction equipment such as bulldozers and haul trucks shall be limited. Idling of haul trucks shall be limited to five (5) minutes at any given location as established by the South Coast Air Quality Management District.

Mitigation Measure NOI-6

Noise and groundborne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling, staging) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used

[35] United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971. Per Table V, Noise Control For Construction Equipment, use of improved mufflers/silencers would achieve approximately 10 dBA reduction and enclosures/barriers blocking line-of-sight would achieve approximately 10 dBA reduction. While the additional project mitigation measures would reduce noise, it should be noted that all reductions would not be wholly additive, but would be incremental, and therefore have conservatively not been quantified in the estimated reduction. United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971. Per Table V, Noise Control For Construction Equipment, use of improved mufflers/silencers would achieve approximately 10 dBA reduction and enclosures/barriers blocking line-of-sight would achieve approximately 10 dBA reduction. While the additional project mitigation measures would reduce noise, it should be noted that all reductions would not be wholly additive, but would be incremental, and therefore have conservatively not been quantified in the estimated reduction.

[36] Based on the FHWA Noise Barrier Design Handbook (July 14, 2011), see Table 3, Approximate sound transmission loss values for common materials.

to screen propagation of noise from such activities towards these land uses to the maximum extent possible.

Mitigation Measure NOI-7

Barriers such as, but not limited to, plywood structures or flexible sound control curtains shall be erected around on-site stationary equipment (e.g., compressors and generators) to minimize the amount of noise during construction on the nearby noise-sensitive uses.

Mitigation Measure NOI-8

The construction contractor or project applicant shall provide a construction site notice that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

4.13 POPULATION AND HOUSING

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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?				✓

4.13.1 Environmental Setting

The study area for the analysis population and housing impacts encompasses the City of Manhattan Beach and surrounding regions. All background information about population and housing for the proposed project was obtained from the U.S. Census Bureau.

The proposed project area is located in the City of Manhattan Beach, Los Angeles County.

4.13.2 Checklist Discussion

Checklist Item a:

The existing structures on the project site include commercial buildings that are vacant and a storage building. The project proposes the demolition or partial demolition of some portions of the existing structures and remodeling, expansion, and construction of commercial space and associated parking lot uses. The project does not propose the construction of housing units and would not directly increase population on the project site.

The project proposes construction of a 27,900 square foot specialty market and an up to 7,000 square foot financial services/ investment company building. Although these uses would generate a small number of employees (approximately 50 employees), the jobs created by the project are of the type that would easily be filled by existing labor in the area. It is unlikely that these uses would draw employees to the area or increase the City's population. Therefore, the proposed project would not result in a significant increase in local or regional population.

Additionally, the project is located in an urban area, adjacent to existing development and would not require new services, roads, or the extension of utilities to previously unserved areas. Therefore, impacts to population growth in the area would be ***less than significant***.

Checklist Item b and c:

The project proposes to demolish, remodel, and expand existing commercial uses are there are no housing units on the site. Therefore, no housing or people would be displaced and there would be ***no impact***.

Mitigation

No mitigation required.

4.14 PUBLIC SERVICES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
a) 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:			✓	
• Fire protection?			✓	
• Police protection?			✓	
• Schools?			✓	
• Parks?			✓	
• Other public facilities?				✓

4.14.1 Environmental Setting

The study area for the analysis of public services resources encompasses the City of Manhattan Beach and surrounding areas, including the service area of local police and fire providers.

Fire Protection – The project area, within Los Angeles County and the City of Manhattan Beach, is serviced by the City of Manhattan Beach Fire Department (MBFD). The MBFD consists of two fire stations, thirty career firefighters and twenty-four volunteer personnel who are trained to provide the highest level of fire, medical and rescue assistance. The MBFD is a three-platoon department, and each firefighter is assigned to one of three shifts, A, B, or C Shift. The stations are staffed 365 days a year. The MBFD has a constant staffing policy that requires staffing nine firefighters per shift: a Battalion Chief, two Fire Captains, two Fire Apparatus Engineers, and four Firefighters. All firefighters below the rank of Battalion Chief are required to be Los Angeles County licensed paramedics.

The MBFD has two stations: Station 1, located at 400 15th Street and Station 2, located at 1400 Manhattan Beach Boulevard. Station 1 was officially opened July 1, 2006. The approximately 16,000 square foot station houses Engine 21 and Rescue 21. This station also responds to mutual aid calls to western side of Hermosa Beach. Manhattan Beach's other station, Station 2, was officially opened December 12, 1954 and is located at 1400 Manhattan Beach Boulevard. This station's main service area is Sepulveda Boulevard to Aviation Boulevard to the east and from Artesia to Rosecrans. The project site is within the Fire Station 1 response district. Fire Station 1 is located approximately 1 mile from the project site.

Police Protection – The project area is under the jurisdiction of the City of Manhattan Beach Police Department (MBPD). The MBPD Station is located at 1400 Highland Avenue, approximately 1.3 miles from the project site. MBPD employs approximately 65 sworn and 35 civilian full-time employees, and operates under two Bureaus: Administration/Investigations and Field Operations. The Department is led by Chief Eve Irvine and is supported by two Captains and five Lieutenants.

Schools – Schools in the City are overseen by the Manhattan Beach School District (MBUSD). There are five elementary schools, one middle school and one high school that serve the City. Pacific, Meadows, Robinson, and Pennekamp Elementary Schools and Mira Costa High School are the closest schools and are each located approximately 0.5 miles from the project site.

Parks – With approximately 179 acres of park, beach, and school grounds within the City, residents enjoy a ratio of 5.3 acres of parkland for every 1,000 people. The closest park to the project site is the Larsson Street Parquette, located on Larsson Street north of 2nd Street. The Veteran's Parkway is located approximately 6 blocks west adjacent to Ardmore Avenue.

Other public facilities – The Manhattan Beach Library is located at 1320 Highland Avenue. The Library is a branch of the Los Angeles County Library System, and currently serves a population of over 35,000, in a 3.87 square mile area stretching from the beach eastward. The 21,500 SF Library includes a 100-person capacity meeting room, children's area, teen space, and study room. The Library also provide free wi-fi and public computers.

4.14.2 Checklist Discussion

Checklist Item a:

Fire Protection – As described in the Population and Housing section above, the proposed project would not result in substantial growth in the area that would require additional fire protection or emergency medical services. The project would be designed to meet the Manhattan Beach Fire Department's standards for fire protection and would not adversely impact the Department's ability to provide fire protection and emergency response services. The Department's Fire Marshall/Captain confirmed that the fire department would be able to provide fire protection and emergency response services.[37] The Department would review and comment on the project design plans for compliance with current code and ordinances as part of the project approval process. Impacts to fire protection services would be ***less than significant.***

Police Protection – The MBPD would provide law enforcement services for the proposed project. The project would construct commercial uses on the site and would not result in an increase in population in the City. According to the MBPD, construction of the commercial development would not require additional law enforcement personnel or equipment. Therefore, impacts to police protection services would be ***less than significant***.

Schools – The project is a small commercial development and would not be anticipated to generate new residents to the City. Given this fact, the potential to increase demand for school or related services in the area would be unlikely or very minimal and impacts to school services from this project would be ***less than significant***.

[37] Tim O'Brien, Fire Marshall/Captain. E-mail communications with Katrina Hardt-Holoch. September 29,2015.

Parks –As discussed above, the project would not have only a very small potential to directly generate any additional permanent residents. Employees of the project would not be expected to use local park or recreational facilities to any great extent, since they typically would not have long periods of time during the workday to do so. Therefore, the proposed project would not significantly increase demand on existing neighborhood and regional parks or other recreational facilities or related services in the area and impacts would be ***less than significant.***

Libraries – The project would not have only a very small potential to directly generate any additional permanent residents that would use library facilities. Therefore, the proposed project would not significantly increase demand on existing libraries or related services in the area and impacts would be ***less than significant.***

The project would not result in substantial adverse physical impacts associated with the provision of public services. Therefore, impacts to public services would be ***less than significant***.

Mitigation

No mitigation required.

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4.15 RECREATION

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
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?				✓

4.15.1 Environmental Setting

With approximately 179 acres of park, beach, and school grounds within the City, residents enjoy a ratio of 5.3 acres of parkland for every 1,000 people. The closes park to the project site is the Larsson Street Parquette, located on Larsson Street north of 2nd Street. The Veteran's Parkway is located approximately 6 blocks west adjacent to Ardmore Avenue.[38]

4.15.2 Checklist Discussion

Checklist Item a:

The City of Manhattan Beach Parks and Recreation Department manages all municipally owned and operated recreation and park facilities within the City. In general, residential development directly generates demand for recreation and parks facilities. As discussed above, the project is not expected to directly generate any additional permanent residents. The type of employment offered by the construction and operation of the project would not cause a substantial number of people, if any, to move to the project area. Employees of the project would not be expected to use local park or recreational facilities to any great extent, since they typically would not have long periods of time during the workday to do so.

The increased use of existing neighborhood and regional parks or other recreational facilities as a result of the proposed project would not be such that substantial physical deterioration of these facilities would occur or be accelerated. Therefore, the proposed project would not significantly increase demand on existing neighborhood and regional parks or other recreational facilities or related services in the area and impacts would be ***less than significant***.

Checklist Item b:

The project would include landscaping and an outdoor seating area for patron use. No other parks or recreational facilities are proposed. The proposed project would not involve the

[38] City of Manhattan Beach General Plan, Community Resource Element, Figure CR-1. 2002.

construction or expansion of recreational facilities; therefore, the proposed project would have ***no impact*** on recreational facilities in this regard.

Mitigation

No mitigation required.

4.16 TRANSPORTATION AND TRAFFIC

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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?			✓	

The following section summarizes and incorporates by reference the information provided in the Traffic Impact Study for the *Traffic Impact Study for Proposed Commercial Project at 707 and 801 N. Sepulveda Boulevard* prepared by KOA Corporation in March 2016 (Traffic Report). The Traffic Report is provided as Appendix H to this Initial Study.

4.16.1 Environmental Setting

4.16.1.1 Project Study Area

The project study area, as defined through a scoping document prepared by the City of Manhattan Beach, includes the following eight (8) study intersections:

1. Sepulveda Boulevard and Manhattan Beach Boulevard
2. Sepulveda Boulevard and 8th Street
3. Sepulveda Boulevard and 6th Street (unsignalized)
4. Sepulveda Boulevard and 2nd Street
5. Sepulveda Boulevard-Pacific Coast Highway (PCH) and Gould Avenue-Artesia Boulevard
6. Larsson Street and 8th Street (unsignalized)
7. Dianthus Street and 8th Street (unsignalized)
8. Larsson Street and 6th Street (unsignalized)

4.16.1.2 Analysis Methodology

The following text describes the study methodology used for the traffic study.

Level of Service

The level of service calculations were conducted using two methodologies: a volume-to capacity ratio ranging from 0.000 to 1.000, and a delay value per vehicle based on seconds. These two methodologies are discussed here.

For analysis of Level of Service (LOS) at signalized intersections, the Intersection Capacity Utilization (ICU) methodology was utilized in this study, 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. For this analysis, a lane capacity of 1,600 vehicles per hour per lane for all through lanes and turn lanes, a lane capacity of 2,880 vehicles per hour per lane for dual turn lanes and a total loss time of 10percent were used. This value is a function of hourly volumes and approach lane configurations on each leg of the intersection.

For the stop-controlled study intersection, the *Highway Capacity Manual (HCM)* unsignalized intersection analysis methodology was used to compute LOS values. For this methodology, conditions are based upon intersection delay, defined as the worst-case approach delay experienced by users of the intersection who must stop or yield to free-flow through traffic. This method uses a "gap acceptance" technique to predict driver delay. This methodology is applicable to unsignalized and partially-controlled intersections on major streets where there is potential for crossing difficulty from the minor approaches due to heavy traffic volumes on the major approaches.

Level of service values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with

excessive vehicle delay. LOS E is defined as the operating "capacity" of a facility. LOS F defines conditions that are at or beyond the capacity of a facility. Table 4.16-1 summarizes the relationship between delay and LOS for the study intersections.

Table 4.16-1: Level of Service Definitions

Level of Service	Description	Signalized Intersection Volume/Capacity Ratio (ICU)	Stop-Controlled Intersection Average Stop Delay Per Vehicle (Sec/Veh) (HCM)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	0.000-0.600	≤ 10
B	Operations with low delay occurring with good progression and/or short cycle lengths.	0.601-0.700	10 to 15
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	0.701-0.800	15 to 25
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and/or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	0.801-0.900	25 to 35
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	0.901-1.000	35 to 50
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 1.000	> 50

Source: 2000 Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington D.C., 2000 and Interim Materials on Highway Capacity, NCHRP Circular 212, 1982.

Existing Conditions

Fieldwork within the project study area was undertaken to identify the condition of major roadways, and to identify traffic controls, approach lane configuration, and other characteristics of each study intersection.

KOA compiled manual intersection counts for the eight study intersections, which were conducted in March and December 2014 during the 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. peak periods. The March data was provided by the City of Manhattan Beach for selected study intersections. The remainder of the counts were collected via new counts compiled by KOA. As the existing year is 2016, a growth rate of one percent per year was applied to the 2014 counts. The Congestion Management Program of Los Angeles County defines annual traffic growth for the South Bay area at less than 0.5 percent per year. The applied annual growth rate of one percent is therefore conservative.

The busiest time for a supermarket use is typically during the mid-day period on weekends. However, the overall traffic volumes during those periods are lower than the a.m. and p.m. peak

periods during a weekday. The traffic impact study therefore evaluated the worst-case period for surrounding street traffic. Traffic counts and impact analysis were not conducted for weekend periods.

The existing level of service (LOS) at each of the study intersections is discussed in Section 4.16.1.3 of this report.

Roadway Improvements

The City is in the process of installing northbound and southbound left-turn protected signal phasing at the Sepulveda Boulevard and 8th Street intersection. The installation of this improvement is expected to be completed by Fall 2016. The project would include the dedication of land to allow for the construction of a deceleration lane on Sepulveda Boulevard by Caltrans in the future.

Project Trip Generation and Distribution

Project trip generation was based on trip rates defined by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition. The overall gross supermarket floor area of 27,900 square feet was reduced by the size of the indoor prepared food incidental seating area, at 206 square feet.[39]

The trip generation and traffic analysis is based on a project that proposed a 52-seat incidental indoor prepared food seating area. The project has been revised to provide a 28-seat incidental indoor prepared food seating area. Therefore, the analysis presented herein provides a conservative analysis, as the proposed project contains fewer seats than the analyzed project.

The proposed financial services/investments tenant within the 7,000 square-foot space was conservatively analyzed using trip generation rates for financial services/investment company uses and using gross building square footage as opposed to buildable square footage. As currently proposed, this use would operate similar to an office building, based on typical employee space densities within the building and visitor/client patterns. The actual trips generated by this use could be as much as 70 to 90 percent less than the numbers applied here for peak-hour trip activity, based on rates for general office or retail uses versus the more intense rates for bank uses.

4.16.1.3 Existing Conditions

Roadway System

The key roadways within the study area are described below. The discussion presented here is limited to specific roadways that traverse the study intersections and provide direct access to the project site.

Sepulveda Boulevard is a north-south roadway that borders the project site on the east. This roadway is designated as a Regional Arterial in the City of Manhattan Beach General Plan. Sepulveda Boulevard provides three travel lanes on northbound direction and two travel lanes in the southbound direction during the AM peak period (5:30 a.m. to 9:30 a.m.) in the study area. During the PM peak period (3:00 p.m. to 7:00 p.m.), Sepulveda Boulevard provides two travel

[39] Please note that the reduced square footage was only used for the project traffic impact analysis. The air quality, greenhouse gases, and noise analysis use the larger square footage and, therefore presents a more conservative analysis of project impacts.

lanes in the northbound direction and three travel lanes in the southbound direction. The posted speed limit on Sepulveda Boulevard is 35 miles per hour (mph) within the study area. The City of Manhattan Beach General Plans designates Sepulveda Boulevard as a truck route. On-street parking is permitted during the off peak periods on both sides of Sepulveda Boulevard within the study area.

Manhattan Beach Boulevard is an east-west roadway located north of the project site. Manhattan Beach Boulevard is designated as a Minor Arterial west of Sepulveda Boulevard and as a Major Arterial east of Sepulveda Boulevard in the City of Manhattan Beach General Plan. This roadway provides two travel lanes in each direction within the study area. The City of Manhattan Beach General Plan designates Manhattan Beach Boulevard as a truck route. The posted speed limit is 35 mph and on-street parking is allowed along this roadway within the study area. Artesia Boulevard is an east-west roadway located south of the project site.

Artesia Boulevard is designated as a Major Arterial east of Sepulveda Boulevard in the City of Manhattan Beach General Plan. This roadway provides two travel lanes in each direction in the study area. The City of Manhattan Beach General Plan designates Artesia Boulevard as a truck route. The posted speed limit is 40 mph and on-street parking is allowed along this roadway within the study area.

8th Street is an east-west roadway that borders the project site on the north. This roadway is designated as a Major Local in the City of Manhattan Beach General Plan. 8th Street provides one travel lane in each direction, with on-street parking permitted on both sides.

6th Street provides one travel lane in each direction, with on-street parking permitted on both sides. 6th Street is an east-west roadway that borders the project site on the south. This roadway is designated as a local street in the City of Manhattan Beach General Plan.

2nd Street is an east-west roadway located south of the project site. This roadway is designated as a Major Local in the City of Manhattan Beach General Plan. 2nd Street provides one travel lane in each direction, with on-street parking permitted on both sides.

Larsson Street is a north-south roadway located west of the project site. This roadway is designated as a local street in the City of Manhattan Beach General Plan. Larsson Street provides one travel lane in each direction in the study area. On-street parking is permitted on both sides of Larsson Street within the study area.

Dianthus Street is a north-south roadway located west of the project site. This roadway is designated as a local street in the City of Manhattan Beach General Plan. Dianthus Street provides one travel lane in each direction in the study area. On-street parking is permitted on both sides of Larsson Street within the study area.

Gould Avenue is an east-west roadway located south of the project site. This roadway is designated as a Collector in the City of Hermosa Beach General Plan. Gould Avenue provides one travel lane in each direction, with on-street parking permitted on the south side.

Traffic Volumes

Study intersection counts were collected in March and December, 2014 from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. on the weekdays. The highest four consecutive 15-minute vehicle counts during the a.m. and p.m. time periods were used to determine the peak-hour

traffic volumes at each intersection. Existing traffic count data sheets are provided in the Traffic Report.

Intersection Levels of Service

Volume-to-capacity ratios and corresponding levels of service (LOS) were determined for each of the study intersections during the weekday a.m. and p.m. peak hours. Table 4.16-3 summarizes the volume-to-capacity ratios for signalized intersections (values from 0.000 to 1.000), or delay in seconds per vehicle for unsignalized intersections, and LOS values for existing traffic conditions.

As shown in Table 4.16-2, five of the eight study intersections are currently operating at LOS D or better during the weekday a.m. and p.m. peak hours. The three study intersections that are operating at LOS E or F during one or more study periods are as follows:

- Sepulveda Boulevard and Manhattan Beach Boulevard (weekday a.m. and p.m.)
- Sepulveda Boulevard and 6th Street (weekday a.m. and p.m.)
- Sepulveda Boulevard-PCH and Gould Avenue-Artesia Boulevard (weekday a.m.)

Table 4.16-2: Intersection Performance – Existing Conditions

Study Intersections		AM Peak		PM Peak	
		V/C or Delay (sec.)	LOS	V/C or Delay (sec.)	LOS
1	Sepulveda Boulevard & Manhattan Beach Boulevard	1.017	**F**	1.038	**F**
2	Sepulveda Boulevard & 8th Street	0.784	C	0.705	B
3	Sepulveda Boulevard & 6th Street	>50	**F**	>50	**F**
4	Sepulveda Boulevard & 2nd Street	0.831	D	0.776	C
5	Sepulveda Boulevard-PCH & Gould Avenue-Artesia Boulevard	1.030	**F**	0.888	D
6	Larsson Street & 8th Street	9.2	A	9.2	A
7	Dianthus Street & 8th Street	7.9	A	8.8	A
8	Larsson Street & 6th Street	7.2	A	7.5	A

Source: KOA Corporation, March 2016.

4.16.2 Checklist Discussion

Checklist Item a:

This section defines the traffic that would be generated by the proposed project in a three-step process including trip generation, trip distribution and trip assignment.

Project Trip Generation

The project trip generation estimates were based on trip rates defined by the Institute of Transportation Engineers (ITE) publication *Trip Generation (9th Edition)*. Trip rates for the supermarket, incidental prepared food seating area, and financial services/investment company uses were utilized to calculate the trip generation for the proposed project uses.

The trip generation and traffic analysis is based on a project that proposed a 52-seat incidental indoor prepared food seating area. The project has been revised to provide a 28-seat incidental indoor prepared food seating area. Therefore, the analysis presented herein provides a conservative analysis, as the proposed project contains fewer seats than the analyzed project.

Previously, the proposed financial services/investments tenant within the 7,000 square-foot space, including 200 square feet of service and mechanical rooms, was conservatively analyzed using trip generation rates for financial services/investment company uses. The 7,000 square feet of space now includes 316 square feet of mechanical area, resulting in 6,684 square feet of buildable floor area. The analysis presented herein therefore provides a conservative analysis, as the proposed buildable floor area for this use (6,684 square feet) is smaller than the analyzed project (7,000 square feet). As currently proposed, this use would operate similar to an office building, based on typical employee space densities within the building and visitor/client patterns. The actual trips generated by this use could be as much as 70 to 90 percent less than the numbers applied here for peak-hour trip activity, based on rates for general office or retail uses versus the more intense rates for financial services/investment company uses.

The trip generation table includes internal trip capture rates, which provides for estimated trip reductions based on the portion of trips generated by a multi-use development that both begin and end within the development. These rates are defined by input of the trips generated by the applicable uses into methodology defined by the ITE Trip Generation Handbook. The importance of internal trip capture is that those trips satisfy a portion of the total development's trip generation and they do so without using the external road system. As a result, a multi-use development that generates a given number of total trips creates less demand on the external road system than single-use developments generating the same number of trips. The proposed project was calculated to have internal trip capture reductions at 15 percent for daily trips and 10 percent for p.m. peak hour trips for the supermarket floor area and prepared food incidental seating areas, based on ITE methodology. These are typical rates used for this type of trip calculation reduction.

Pass-by credits for the proposed land uses were applied as a secondary trip reduction calculation, also defined per the ITE *Trip Generation Handbook*. These credits were taken for trips that currently use Sepulveda Boulevard, and are estimated to stop at the proposed project site as part of those existing trips. These trips are removed from the overall trip generation calculations, but are added back as turning movements at the adjacent intersection of Sepulveda Boulevard and 8th Street. These trips would add to turning movements at that intersection.

The trip rates and the associated project trip generation forecasts are provided in Table 4.16-3. The proposed project would generate an approximate net total of 3,073 daily weekday trips including 151 trips during the a.m. peak hour and 152 trips during the p.m. peak hour.

Table 4.16-3: Project Trip Generation

Land Use	ITE Code	Intensity		Average Weekday	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Trip Generation Rates										
Supermarket	850	1	k.s.f	102.24	62%	38%	3.40	51%	49%	9.48
Bank [1]	911	1	.k.s.f.	150.00	70%	30%	6.00	44%	56%	12.13
Fast-Food Restaurant w/o Drive-Through [2]	933	1	seat	42.12	60%	40%	3.57	64%	36%	2.13
Automobile Care Center [3]	942	1	k.s.f	20.00	66%	34%	2.25	48%	52%	3.11
Proposed Project										
Supermarket	850	27.694	k.s.f.	2,831	58	36	94	134	129	263
Internal trip capture (15% Daily & 10% PM) pass-by trip credit (36%)				-425	-	-	-	-13	-13	-26
				(866)	(21)	(13)	(34)	(44)	(42)	(85)
Supermarket Subtotal				1,540	37	23	60	77	75	152
Financial services/investment company	911	7.000	k.s.f	1,050	29	13	42	37	48	85
				(210)	(6)	(3)	(9)	(7)	(10)	(17)
Financial services/investment company Subtotal				840	23	10	33	30	38	68
Fast-Food Restaurant w/o Drive-Through Internal trip capture (15% Daily & 10% PM) pass-by trip credit (20% Daily & AM,43% PM)	933	52	seats	2,190	112	74	186	71	40	111
				-329	- (22)	- (15)	- (37)	-7	-4	-11
				(372)				(28)	(15)	(43)
High Turnover Sit-Down Restaurant Subtotal				1,489	90	59	149	36	21	57
Proposed Project Total				3,869	150	92	242	143	134	277
Existing Use To Be Removed										
Automobile Care Center	210	-40.349.	k.s.f	-807	-60	-31	-91	-60	-65	-125
Net New Project Trips										
Net New Project Trips				3,062	90	61	151	83	69	152

Source: ITE, 9th Edition, unless otherwise noted.
k.s.f = 1,000 square feet

[1] ITE does not have trip rates for the daily and am peak hour trips, thus the SANDAG trip rates were used.

[2] ITE does not have trip rates for the a.m. peak hour trips, thus rate was factored based on the gross floor area square footage rate.

[3] ITE does not have trip rates for the daily trips, thus the SANDAG trip rates were used.

Project Trip Distribution

Trip distribution is the process of assigning the directions from which traffic will access a project site. Trip distribution is dependent upon the land use characteristics of the project, the local

roadway network, and the general locations of other land uses to which project trips would originate or terminate.

Pass-by trip credits were taken for the site uses in the trip generation totals. These represent trips that would stop at the site after project development as a diversion from an existing trip traveling past the site. These trips were added back to the 8th Street/PCH intersection, as these trips would represent new turning movements at that location. The credit for these trips remained in the analysis for the other study intersections.

Project trip distribution is shown in Figure 4.16-1.

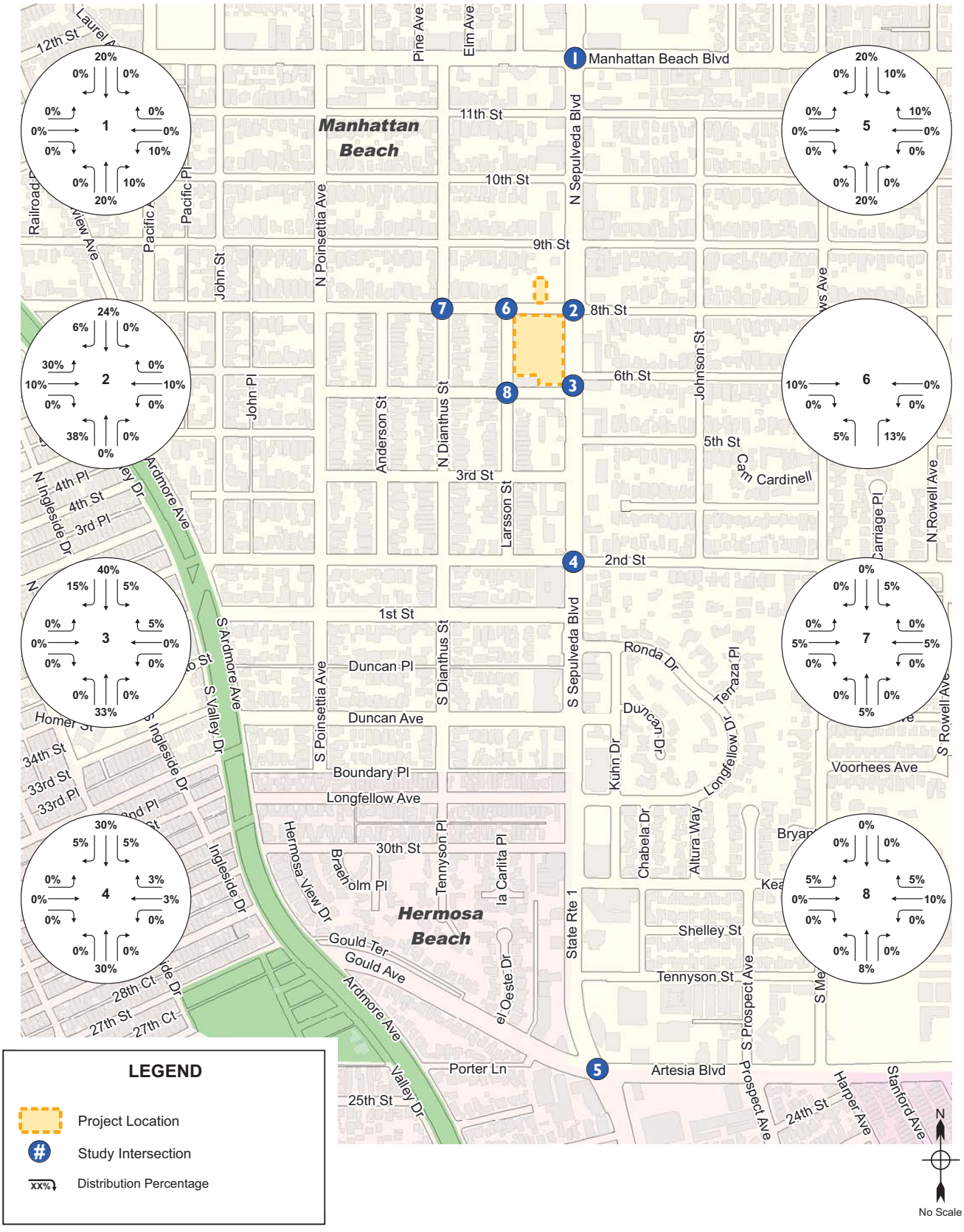
Project Trip Assignment

Based on the trip generation and distribution assumptions described above, project traffic was assigned to the roadway system for the weekday a.m. and p.m. peak hours, respectively.

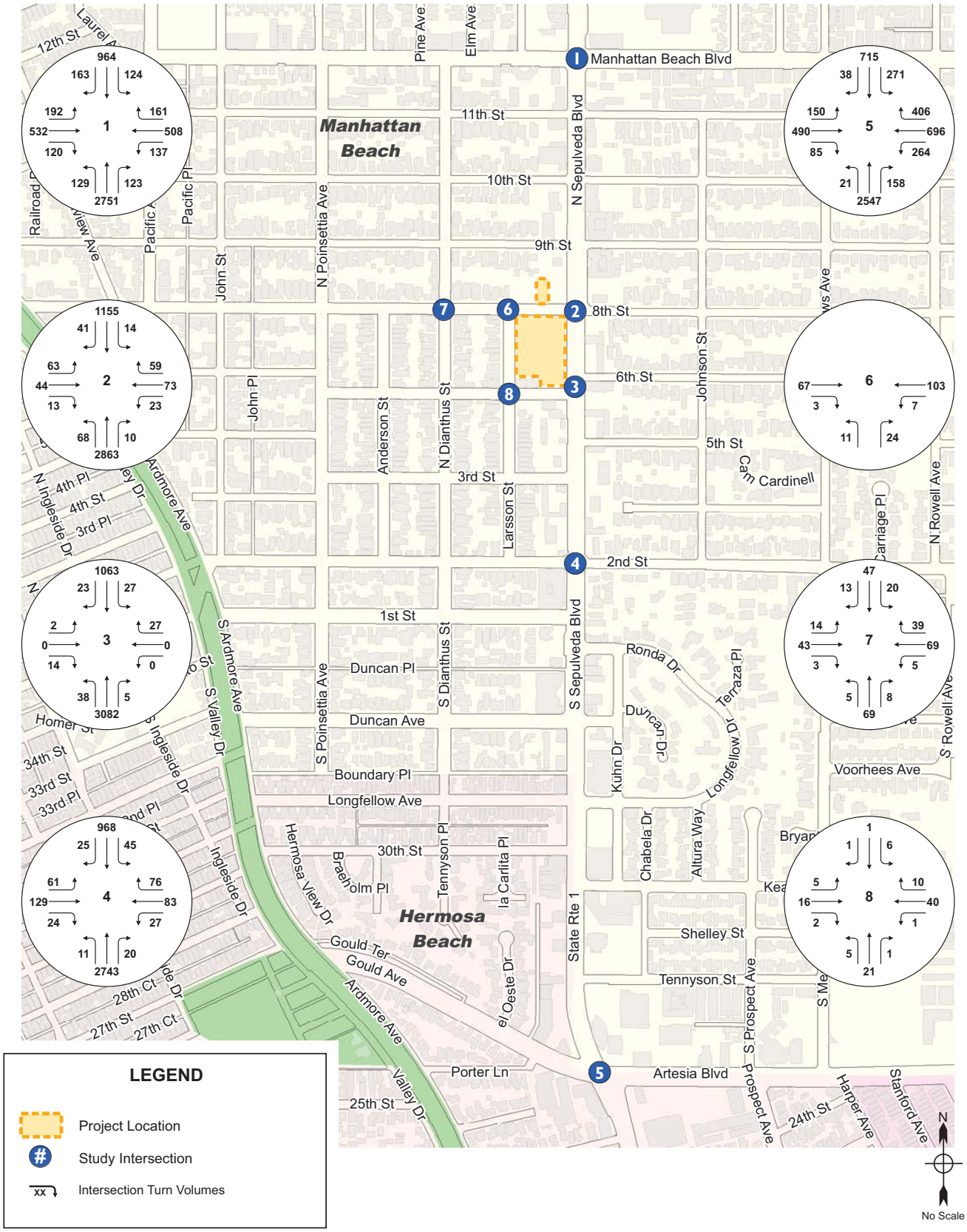
Project Traffic Impacts – Existing with-Project Conditions

Traffic impacts created by the proposed project were determined by comparing the existing scenario conditions to the Existing with-Project scenario conditions. Figure 4.16-2 shows Existing with-Project - Weekday AM Peak Hour Turn Volumes. Figure 4.16-3 shows Existing with-Project - Weekday PM Peak Hour Turn Volumes. Table 4.16-4 provides a summary of the project impacts under existing conditions.

The proposed project would not create any significant traffic impacts at the study intersections under Existing with-Project conditions, during either the weekday a.m. or p.m. peak hour, as the addition of project trips to the study intersections would not exceed the threshold defined by the City for significant impacts. The City threshold is based on an incremental change in study intersection operations within the LOS F range. Therefore, impacts would be ***less than significant*** and project mitigation measures are not required for existing conditions.



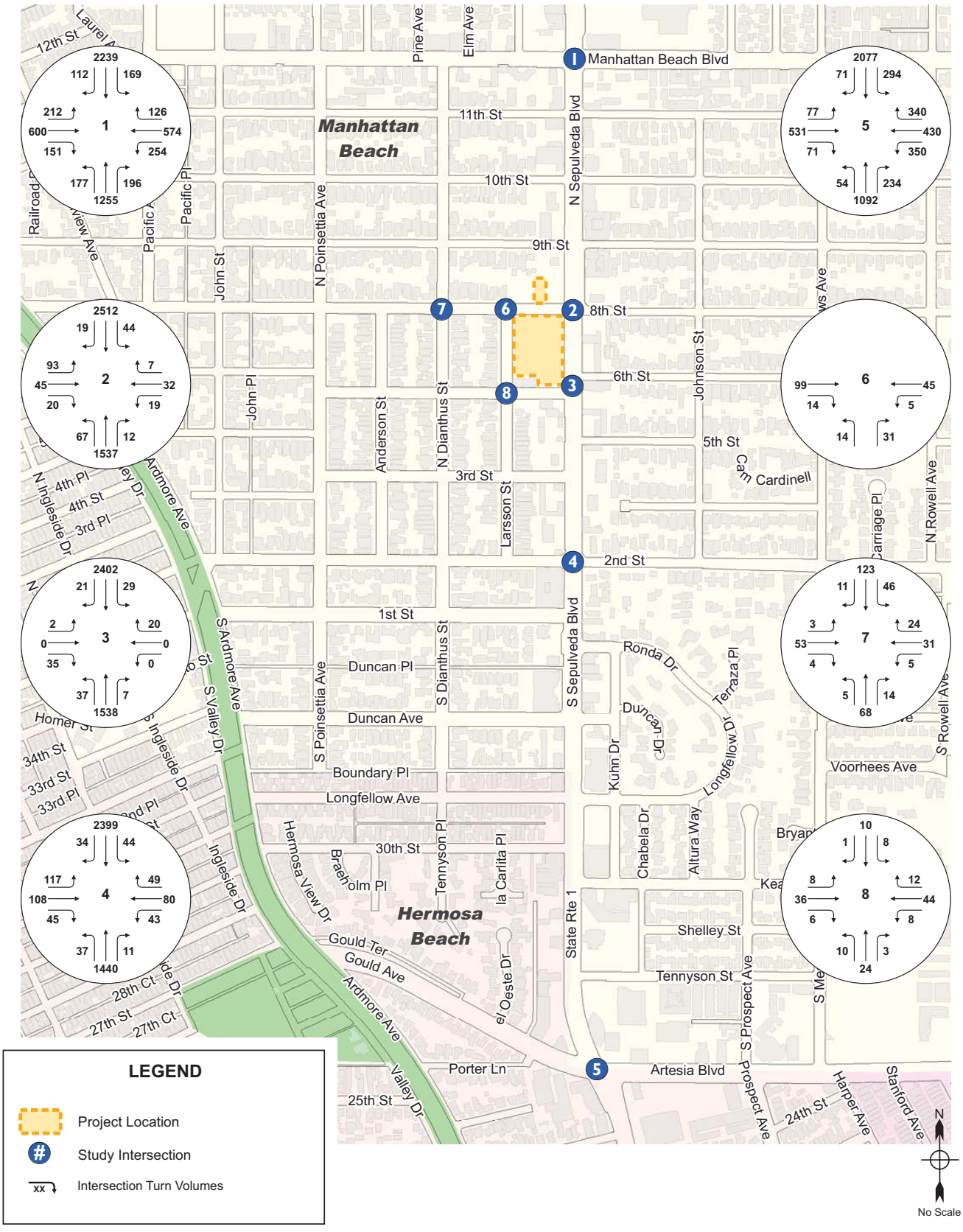
Source: KOA Corporation, March 2016.



Source: KOA Corporation, March 2016.

EcoTierra consulting

Figure 4.16-2
Existing with Project - Weekday AM Peak Hour Turn Volumes



Source: KOA Corporation, March 2016.

EcoTierra consulting

Figure 4.16-3
Existing with Project - Weekday PM Peak Hour Turn Volumes

Table 4.16-4: Project Impacts – Existing with-Project Conditions

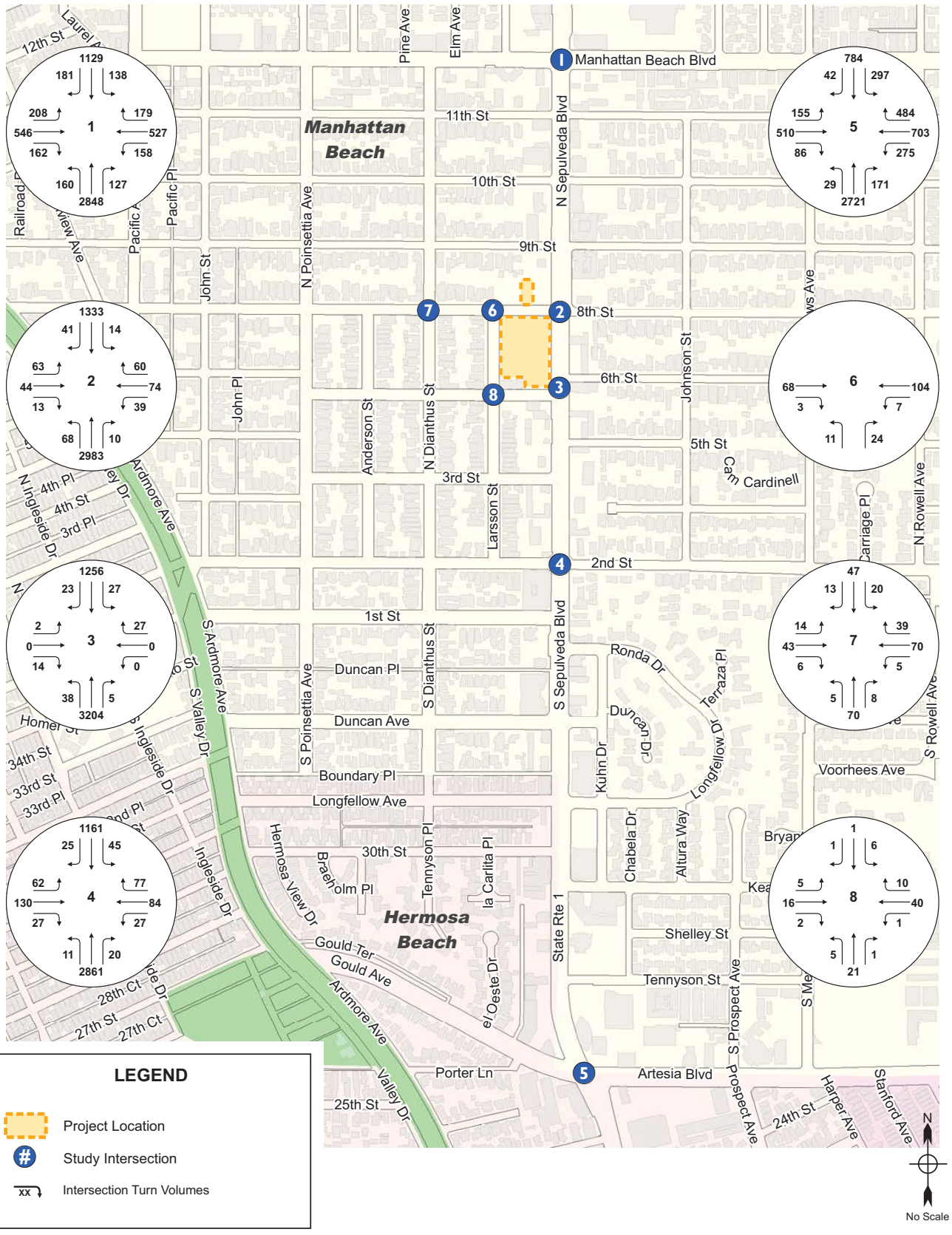
Study Intersections		Peak Hour	Existing Conditions		Existing with Project		Change in V/C	Sig Impact?
			V/C or Delay (sec.)	LOS	V/C or Delay (sec.)	LOS		
1	Sepulveda Boulevard & Manhattan Beach Boulevard	AM	1.017	**F**	1.021	**F**	0.004	No
		PM	1.038	**F**	1.047	**F**	0.009	No
2	Sepulveda Boulevard & 8th Street	AM	0.784	C	0.807	C	0.023	No
		PM	0.705	B	0.780	C	0.075	No
3	Sepulveda Boulevard & 6th Street	AM	>50	**F**	>50	**F**	0.012	No
		AM	0.767	n/a	0.778	n/a	n/a	n/a
		PM	>50	**F**	>50	**F**	0.008	No
		PM	0.643	n/a	0.651	n/a	n/a	n/a
4	Sepulveda Boulevard & 2nd Street	AM	0.831	D	0.841	D	0.010	No
		PM	0.776	C	0.784	C	0.007	No
5	Sepulveda Boulevard-PCH & Gould Avenue-Artesia	AM	1.030	**F**	1.036	F	0.006	No
		PM	0.888	D	0.891	D	0.003	No
6	Larsson Street & 8th Street	AM	9.2	A	9.2	A	0.009	No
		AM	0.182	n/a	0.191	n/a	n/a	n/a
		PM	9.2	A	9.3	A	0.015	No
		PM	0.189	n/a	0.202	n/a	n/a	n/a
7	Dianthus Street & 8th Street	AM	7.9	A	7.9	A	0.007	No
		AM	0.236	n/a	0.243	n/a	n/a	n/a
		PM	8.8	A	8.9	A	0.005	No
		PM	0.251	n/a	0.255	n/a	n/a	n/a
8	Larsson Street & 6th Street	AM	7.2	A	7.3	A	0.013	No
		AM	0.142	n/a	0.156	n/a	n/a	n/a
		PM	7.5	A	7.5	A	0.009	No
		PM	0.154	n/a	0.163	n/a	n/a	n/a

Source: KOA Corporation, March 2016.

Project Traffic Impacts – Future (2017) with-Project Conditions

Traffic impacts created by the project were determined by comparing the Future (2017) without-Project scenario conditions to the Future (2017) with-Project scenario conditions. Figure 4.16-4 shows Future (2017) with Project - Weekday AM Peak Hour Turn Volumes. Figure 4.16-5 shows Future (2017) with Project - Weekday PM Peak Hour Turn Volumes. Table 4.16-5 provides a summary of the project impacts under future conditions.

The proposed project would not create any significant traffic impacts at the study intersections under Future with-Project conditions, during either the weekday a.m. or p.m. peak hour, as the addition of project trips to the study intersections would not exceed the threshold defined by the City for significant impacts. Therefore, impacts would be ***less than significant*** and project mitigation measures are not required for future conditions.



Source: KOA Corporation, March 2016.

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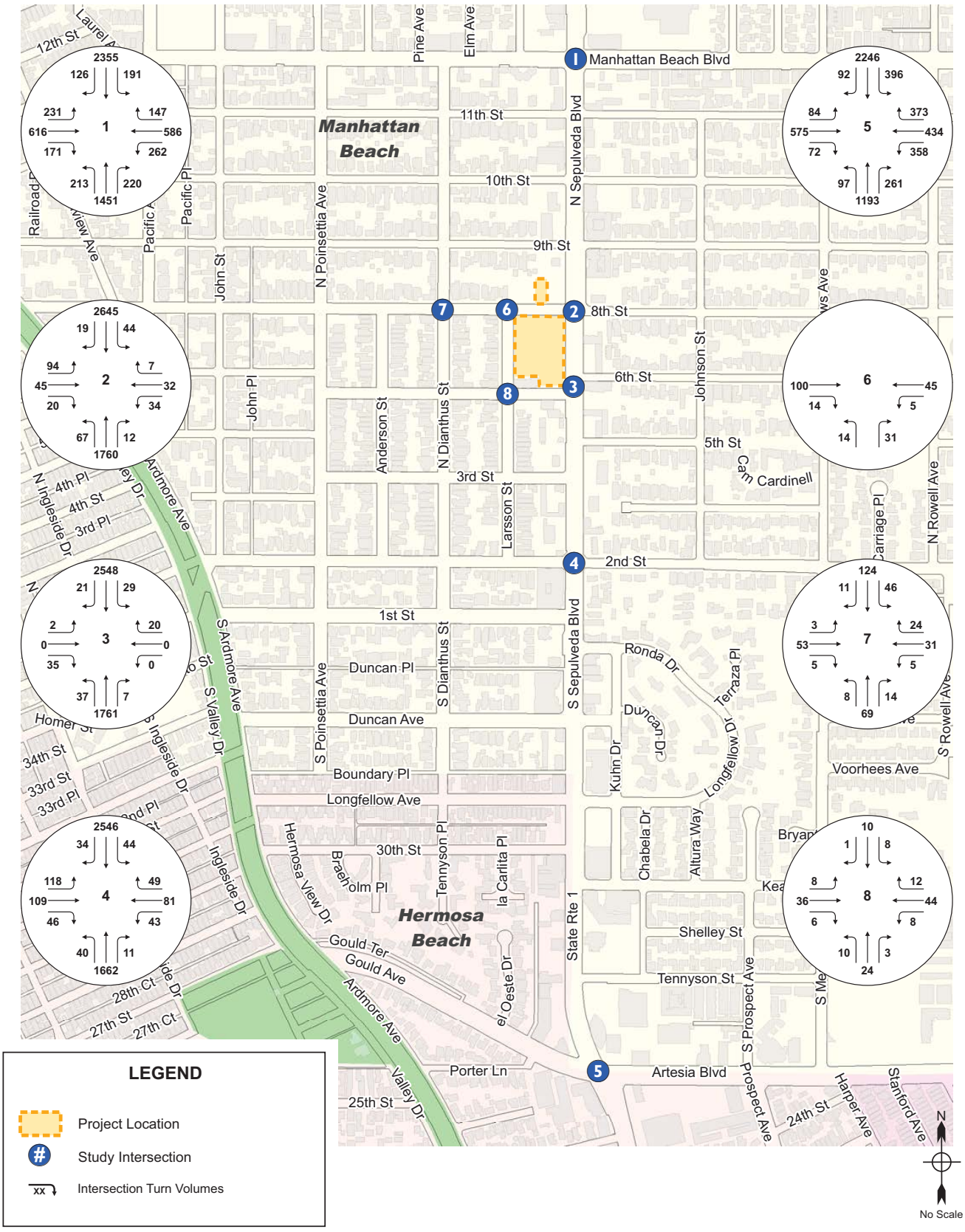
Figure 4.16-4
Future (2017) with Project - Weekday AM Peak Hour Turn Volumes



Source: KOA Corporation, March 2016.

EcoTierra consulting

Figure 4.16-5
Future (2017) with Project - Weekday PM Peak Hour Turn Volumes

Table 4.16-5: Project Impacts – Future (2017) with-Project

Study Intersections		Peak Hour	Future (2017) without Project		Future (2017) with Project		Change in V/C	Sig Impact?
			V/C or Delay (sec.)	LOS	V/C or Delay (sec.)	LOS		
1	Sepulveda Boulevard & Manhattan Beach Boulevard	AM	1.059	**F**	1.063	**F**	0.004	No
		PM	1.098	**F**	1.106	**F**	0.008	No
2	Sepulveda Boulevard & 8th Street	AM	0.820	D	0.842	D	0.022	No
		PM	0.772	C	0.818	D	0.046	No
3	Sepulveda Boulevard & 6th Street	AM	>50	**F**	>50	**F**	0.011	No
		AM	0.793	n/a	0.804	n/a	n/a	n/a
		PM	>50	**F**	>50	**F**	0.010	No
		PM	0.684	n/a	0.694	n/a	n/a	n/a
4	Sepulveda Boulevard & 2nd Street	AM	0.858	D	0.868	D	0.010	No
		PM	0.811	D	0.818	D	0.007	No
5	Sepulveda Boulevard-PCH & Gould Avenue-Artesia	AM	1.080	**F**	1.086	**F**	0.006	No
		PM	0.971	**E**	0.974	**E**	0.003	No
6	Larsson Street & 8th Street	AM	9.2	A	9.2	A	0.017	No
		AM	0.174	n/a	0.191	n/a	n/a	n/a
		PM	9.2	A	9.3	A	0.015	No
		PM	0.190	n/a	0.203	n/a	n/a	n/a
7	Dianthus Street & 8th Street	AM	7.9	A	8.0	A	0.013	No
		AM	0.238	n/a	0.244	n/a	n/a	n/a
		PM	8.8	A	8.9	A	0.004	No
		PM	0.254	n/a	0.258	n/a	n/a	n/a
8	Larsson Street & 6th Street	AM	7.2	A	7.3	A	0.013	No
		AM	0.143	n/a	0.156	n/a	n/a	n/a
		PM	7.5	A	7.6	A	0.015	No
		PM	0.159	n/a	0.174	n/a	n/a	n/a

Source: KOA Corporation, March 2016.

Parking Analysis

The following provides the parking analysis conducted to determine if the proposed on-site parking supply would accommodate the parking requirements for the proposed project. Although CEQA does not require parking analysis as part of the environmental review, this analysis is included to provide comprehensive information about issues of interest relative to project operations. For detailed tables showing parking numbers broken out by land use under various scenarios, please see Appendix G of this IS/MND.

City Requirements

The City of Manhattan Beach Municipal Code, Title 10 - Planning and Zoning, Chapter 10.64.030 - Off-Street Parking and Loading Regulations, establishes parking supply requirements for development projects in the City. Please see Table 11A in Appendix G, which

shows the City Parking Code requirement for the proposed project if each separate land use element of the project operated on a stand-alone basis.

City Code parking requirement definitions for land uses assume that the proposed land uses on the site operate as standalone uses. These definitions do not consider that the project land uses may have different weekday and weekend peak parking demands throughout the day, and that the total demand for the project site may in fact be accommodated with less parking supply. Consistent with City requirements, the project would include eight (8) bicycle parking spaces.

Accordingly, Municipal Code Section 10.64.040 allows for shared parking arrangements between uses:

> "…a use permit may be approved for collective provision of parking on a site of five thousand (5,000) square feet or more that serves more than one (1) use or site and is located in a district in which parking for the uses served is a permitted or conditional use. A use permit for collective off-street parking may reduce the total number of spaces required by this chapter…."

Shared Parking Analysis

The proposed project includes multiple uses (supermarket, food service, and financial services/investment company), and would be located on a site zoned for commercial use. As permitted under City Code and as has been done for recent commercial projects in the City, KOA conducted a shared parking analysis based on the methodology in *Shared Parking (2nd Edition)*, published by the Urban Land Institute (ULI), which is the City's recommended methodology. Weekday hourly parking accumulation percentages, as defined by *Shared Parking*, were applied to the parking demand associated with the project's commercial uses to determine the actual, projected project hourly parking demand.

The project parking demand was examined under two separate shared parking scenarios using ULI hourly demand rates, to get an understanding of what the realistic peak demand intensity would be:

- Use of total peak demand factors defined by the Institute of Transportation Engineers (ITE) source Parking Generation. This is an industry-accepted reference, and approved methodology of the City.
- Use of surveyed demand data from an existing Southern California Gelson's store, as well as Municipal Code rates for the net increase over the survey site of the prepared food seating area, and the proposed bank/financial services use.

The shared parking analysis methodology defined by ULI is based on surveys of individual uses in multiple-use commercial centers located across the United States. The surveyed data provides for hourly intensity, expressed as the percentage of the total demand, for each use, to determine how demand across multiple uses is combined within each hour across a typical weekday or weekend day. With this methodology, the balancing of parking demand generated by uses across the day can be estimated and analyzed – such as the project's financial services/investment company use that peaks from 9:00 a.m. to 5:00 p.m. and then tapers off, a pattern which would accommodate the prepared food service use that begins to peak after 5:00 p.m., without the need for additional parking supply.

The shared parking demand analysis for the project incorporated parking demand associated with all proposed site uses to determine if the proposed parking supply would be sufficient to accommodate the combined effects of the proposed uses. Hourly intensities were examined individually for the supermarket, incidental prepared food service seating areas, and the financial services/investment company use. As the ULI *Shared Parking* study does not directly address supermarket use, the values for a shopping center use were used to represent the variation in parking demand over the course of the day that would be associated with the supermarket use.

The floor area of the supermarket was based on the overall floor area of that use minus the indoor prepared food incidental seating area of 206 SF (in order to not double count the demand generated by the two uses). Therefore, the input value was 27,694 SF of supermarket floor area.

The prepared food seating area analyzed here would provide a total of 28 seats. The trip generation totals for the traffic impact analysis used a more conservative total of 52 seats, based on an earlier site plan. The 28-seat total is the planned capacity of the seating area.

Previously, the bank/financial use space was analyzed here with a floor area of 6,800 square feet, due to the presence of service and mechanical rooms that total approximately 200 square feet and do not generate parking demand. The trip generation totals for the traffic impact analysis used a more conservative floor area total for this use at 7,000 square feet, as that analysis was conducted based on an earlier version of the site plan. The 7,000 square feet of space includes 316 square feet of mechanical area, resulting in 6,684 square feet of buildable floor area. The analysis presented herein therefore provides a conservative analysis, as the proposed buildable floor area for this use (6,684 square feet) is smaller than the analyzed project (7,000 square feet).

The food service seating area reflected in the analysis includes the indoor take-out/ incidental seating area of 206 SF plus the outdoor incidental seating area of 503 SF, as required by City Code.

Shared Parking Demand Using ITE Rates

ITE, parking demand rates, based on surveys of land uses throughout the United States, are as follows:

- Supermarket: 3.78 per 1,000 square feet on weekdays (1 space per 265 square feet), 3.92 per 1,000 square feet on weekends. (1 space per 255 square feet)
- Take-out Service: 0.35 per seat on weekdays (and weekends.
- Financial services/investment company: 4.00 per 1,000 square feet on weekdays (1 space per 250 square feet), 3.47 per 1,000 square feet on weekends. (1 space per 288 square feet)

Inputs used for this parking analysis scenario, using parking generation rates as defined by ITE are shown in Table 11B (Appendix G). A summary of the shared parking demand analysis for the project land uses is shown in Table 11C (Appendix G).

Using ITE rates, the project's estimated weekday shared peak parking demand of 135 spaces would occur at 5:00 p.m. The estimated weekend shared peak parking demand of 131 spaces would occur at 2:00 p.m.

Proposed Parking Supply

The proposed project would supply a total of 135 on-site parking spaces between the primary project site and the auxiliary employee-only parking site. These spaces would be available at all times. Additionally, the project would provide employee spaces at the primary project site available in the afternoon and evening periods, and the other provided area employee parking supplies including the spaces available on weekends at the nearby office building.

Adequacy of Proposed Project Parking Supply

The highest estimated weekday shared peak parking demand would be 135 spaces, based on ITE rates, and would occur at 5:00 p.m. The highest estimated weekend shared peak parking demand would be 131 spaces, based on ITE rates, and would occur at 2:00 p.m. (See Table 11C, Appendix G.)

The proposed project parking supply would provide 119 vehicle stalls at the primary project site, and 16 spaces at the auxiliary employee parking site on the north side of 8th Street. These two sites would therefore provide a minimum of 135 parking spaces at all times.

Although not required to address project parking demands, the following additional parking has been leased by the project applicant for surplus employee parking:

- Five spaces have been leased by the project applicant within an off-site office building parking lot on the south side of 6th Street near the site, and would be available to employees on weekends when the building is unoccupied.
- Twenty (20) spaces have been leased by the project applicant located on the west side of Sepulveda Boulevard at 10th Street, two blocks to the north of the site and would be available to employees.

Therefore, the proposed parking is sufficient to serve the project.

Parking Management Plan

In order to manage the primary project site parking supply adequately for customers, so that demand does not overflow to adjacent properties or on-street parking areas, the project includes a Parking Management Plan. The Parking Management Plan would provide actions related to employee parking location designations, monitoring for employee and main lot parking use, and control measures related to employee and main lot parking use.

Specific elements of the Parking Management Plan include:

Employee Parking Location Designations

- As part of employee orientation, employees will be directed not to park on residential streets.
- Employees will be required to park in designated off-street areas. Management will provide written instructions to all employees identifying where parking is allowed.
- Site management will post and distribute employee parking assignments, and will update this set of assignments as needed based on personnel and shift changes.
- Employees will only park at the primary project site after all off-site employee parking areas are full, and/or if they are assigned to that parking area.
- Employees, based on shift arrival times, will be assigned to employee parking areas in the following order:
    - Auxiliary employee parking site on the north side of 8th Street.
    - The 20-space lot on Sepulveda Boulevard at 10th Street.
    - On weekends, the five-space lot at the office building on 6th Street.
    -
- Employee parking within the primary project site parking lot will be considered prohibited by management unless all other employee parking area are fully occupied by vehicles.

Control/Monitoring by Site Management

- Site management will require that all employees register their car make/color/license plate, so that a log of all employee vehicles by employee name and vehicle type is accessible by management at all times.
- Site management will randomly monitor vehicle parking demand at the primary project site parking lot throughout the day.
- If management finds that parking demand is beginning to exceed or has exceeded supply on the primary project site, additional effort will be made to inspect the off-site parking areas to determine if employees are using those areas to their designed capacities.
- If the off-site parking areas are not being used to capacity when the primary project site parking lot is nearing or at capacity, management will make an effort to investigate where employees have parked for the day.
- Measures will be taken to assure that employees parked on the primary project site who are not authorized to park there by management relocate their vehicles to available off-site employee parking areas, and appropriate disciplinary action will also be taken.

Checklist Item b:

The Los Angeles County Congestion Management Program (CMP) was established to reduce traffic congestion and to provide a mechanism for coordinating land use and development

decisions. Compliance with CMP requirements ensures a city's eligibility to compete for State gas tax funds for local transportation projects.

The CMP was created statewide because of Proposition 111 and was implemented locally by the Los Angeles County Metropolitan Transportation Authority (Metro). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed. A specific system of arterial roadways plus all freeways comprises the CMP system.

Per CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is conducted where:

- At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed project will add 50 or more vehicle trips during either a.m. or p.m. weekday peak hours.
- At CMP mainline freeway-monitoring locations, where the project will add 150 or more trips, in either direction, during the either the a.m. or p.m. weekday peak hours.

The nearest CMP arterial monitoring intersections to the project site are:

- Sepulveda Boulevard and Rosecrans Avenue (CMP Location 110), 1.3 miles from project site.
- Pacific Coast Highway and Artesia Boulevard (CMP Location 22), 0.70 miles from project site.

Based on the trip generation and distribution of the project, the project would not result in 50 or more new project trips per hour added at these CMP intersections. Therefore, no further analysis of potential CMP impacts is required and this impact would be ***less than significant***.

In addition, the proposed project is expected to add less than 150 new trips per hour, in either direction, to any freeway segments based on the project trip generation. Therefore, no further analysis of CMP freeway monitoring stations is required and this impact would be ***less than significant***.

Checklist Item c:

This question would apply to the project only if it were an aviation-related use. The project site does not contain any aviation-related uses and the project does not include development of any aviation-related uses. Development of the project would not have the potential to result in a change in air traffic patterns at Los Angeles International Airport or any other airport in the area. Therefore, ***no impac***t would occur and no mitigation measures are required.

Checklist Item d:

The existing primary project site has one driveway on Sepulveda Boulevard, a driveway on 6th Street, and a driveway on 8th Street. The Sepulveda Boulevard driveway would be relocated south of the existing driveway. The 6th Street driveway would be closed. The 8th Street driveway would remain open.

The proposed Sepulveda Boulevard primary project site driveway would provide right-turn only ingress and egress movements and left-turn ingress and egress would be prohibited. The 8th Street project driveway would provide right-turn only and prohibit left- turn egress movements.

Project Driveway Operations

The busiest time for a supermarket use is typically during the mid-day period on weekends. However, the overall traffic volumes during those periods are lower than the a.m. and p.m. peak periods during a weekday. The traffic impact study therefore evaluated the worst-case period for surrounding street traffic. Traffic counts and impact analysis were not conducted for weekend periods.

Conflicting peak-period traffic with the project driveways on the surrounding roadways would be lower on the weekends then during weekdays. Therefore, this analysis examined the worst-case traffic conditions at the driveway locations.

Table 4.16-6 summarizes the delay, LOS, and queue values at the primary project site driveways on 8th Street and Sepulveda Boulevard.

Table 4.16-6: Primary Project Site Driveway Operations

Scenario	Turning Movement/ Approach	WEEKDAY					
		AM PEAK HOUR			PM PEAK HOUR		
		Delay (sec.)	LOS	Queue (veh.)	Delay (sec.)	LOS	Queue (veh.)
8th Street and Project Driveway							
Existing With-Project	Westbound left-turn	7.5	A	0.1	7.5	A	0.1
Future With-Project	Westbound left-turn	7.5	A	0.1	7.5	A	0.1
Sepulveda Boulevard and Project Driveway							
Existing With-Project	Eastbound right-turn	13.0	B	0.2	37.2	**E**	1.1
Future With-Project	Eastbound right-turn	14.2	B	0.3	43.3	**E**	1.3

Source: KOA Corporation, March 2016.

The driveway at 8th Street is projected to operate at LOS A under Existing with-Project and Future with-Project conditions. Average vehicles queues are calculated to be less than one vehicle each for westbound left-turn ingress (entering) movements from 8th Street.

The driveway at Sepulveda Boulevard is projected to operate at LOS B during the a.m. peak hour under Existing with-Project and Future with-Project conditions with average vehicle queues less than one vehicle for the eastbound egress (exiting) movement.

During the p.m. peak hour, the driveway at Sepulveda Boulevard is projected to operate at LOS E under Existing with-Project and Future with-Project condition. The average vehicle queue at the eastbound egress (exiting) movement would be approximately two vehicles.

Although the Sepulveda Boulevard project driveway operations would be operating at capacity (LOS E), this LOS is considered acceptable under the City's criteria. Additionally, the project design does not include any sharp curves, dangerous intersections, or incompatible uses. Therefore, impacts would be ***less than significant*** and no mitigation measures are required.

Checklist Item e:

The project is required to comply with all applicable Fire Department and Public Works Department regulations pertaining to emergency access and evacuation. As discussed in the response to Checklist Item d above, access to the project site would be provided via Sepulveda Boulevard and 8th Street. These driveways would operate at acceptable conditions. Therefore, impacts would be ***less than significant*** and no mitigation measures are required.

Checklist Item f:

Existing Transit Service

Table 4.16-7 provides a description of the public transit lines that operate within the study area.

Table 4.16-7: Existing Transit Service Summary

Agency	Line	From	To	Via	Peak Frequency
Metro	126	Manhattan Beach	Redondo Beach	Manhattan Beach Boulevard	60 Minutes
Metro	130	Redondo Beach	Cerritos	Artesia Boulevard	20 - 35 Minutes
Metro	232	Long Beach	LAX	Sepulveda Boulevard	12 - 20 Minutes

Source: KOA Corporation, March 2016.

The nearest transit stop to the project site is located at the Sepulveda Boulevard and 8th Street intersection. Although some customers and employees may take transit to the site, the project is a 27,900 square foot market and an up to 7,000 square foot commercial building. Transit use is expected to be approximately seven percent of total trips. Seven percent of these total trips would be 11 trips and in the a.m. peak hour and 11 trips in the p.m. peak hour. These trips would be bi-directional (boardings and alightings). With the level of transit service present on Sepulveda Boulevard, it is not expected that these peak-hour transit trips would cause a significant impact to area transit services.

In addition, the project would comply with the City of Manhattan bicycle parking requirements by providing bicycle stalls for commercial patrons. The project area includes existing sidewalks and pedestrian facilities and the project would continue to provide these facilities. Since the project would not modify or conflict with any alternative transportation policies, plans or programs, impacts would be ***less than significant***.

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4.17 UTILITIES AND SERVICE SYSTEMS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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?			✓	

4.17.1 Environmental Setting

The study area for the analysis of utilities and service systems encompasses the City of Manhattan Beach and service systems include wastewater treatment plants, potable water treatment facilities, storm water drainage system, water supply systems, and solid waste landfills. The City maintains the local water distribution, sewage collection, and storm drain systems.

Water Supply - Water is purchased from wholesale providers, and the City is responsible for storage and distribution. Manhattan Beach obtains water from three sources: (1) Metropolitan Water District (MWD) treated surface water from Northern California and the Colorado River, which is provided to the City by the West Basin Municipal Water District (represents over 80 percent of the local water supply); (2) groundwater extracted by City-owned and operated wells; and (3) reclaimed water supplied for landscape irrigation from the West Basin Municipal Water

District. Manhattan Beach owns the right to pump 3.8 million gallons per year of groundwater from the West Coast Basin. Imported water flows to Manhattan Beach via 45-inch MWD line in Manhattan Beach Boulevard. The City's water system consists of pump stations, storage reservoirs, an elevated storage tank, water supply wells, a settling basin, and approximately 112 miles of distribution pipelines. The City does not anticipate that these facilities will require any substantial expansion to meet long-term needs.

Wastewater Collection and Treatment - The City of Manhattan Beach has a sanitary sewer system network of 81.6 miles of sewer lines. The City owns, operates, and maintains the local wastewater collection and pumping system. Collected effluent is treated at the Joint Water Pollution Control Plant in Carson, operated by the Sanitation Districts of Los Angeles County. The sewer main to Carson tunnels under Sand Dune Park and connects the east and west portion of the City. The facility provides both primary and secondary treatment for approximately 280 million gallons of wastewater per day and has a total permitted capacity of 400 million gallons per day. The City has undertaken a complete inspection of the entire system via videotaping, and priorities for line replacement have been established to ensure long-term reliability. The collection system appears to serve the City adequately.[40]

Storm Drain System – Stormwater runoff flows directly into the City's storm drain system via street gutters and other inlets, and this flow in turn discharges into the County flood control network, which ultimately drains into the Pacific Ocean. The Los Angeles County Department of Public Works (LACDPW) maintains the regional storm drain system, including two major pump plants (Polliwog Pond and Johnson Street) in the City. With regard to capacity, the established system is adequate to handle most runoff. However, during unusually heavy storm events, the system can become overwhelmed, with flooding occurring in some areas. The main deficiency occurs in the County-owned trunk line that collects flow from more than 50 percent of the City and empties at the beach at 28th Street. [41]

Natural Gas and Electricity – Southern California Edison (SCE) is the main electricity and natural gas provider to the City of Manhattan Beach.

Solid Waste Disposal and Recycling – Manhattan Beach contracts for refuse and recycling services with Waste Management, a private waste hauler. Waste Management provides exclusive service to residential and commercial customers for solid waste, recycling, and co-mingled green waste. Waste Management disposes the trash from Manhattan Beach at the El Sobrante Landfill, which is owned and operated by Waste Management. Recycling is taken to a Material Recovery Facility (MRF) to be sorted by material type, then baled and sold. Green waste is first sorted at Waste Management's Carson Transfer Station to rake out any debris. The clean green waste is sold to various organics farms in California.[42]

[40] City of Manhattan Beach General Plan, Infrastructure Element, 2003.
[41] Ibid.
[42] City of Manhattan Beach. Solid Waste and Recycling Programs, http://www.citymb.info/city-officials/public-works/environmental-programs/solid-waste-and-recycling-programs accessed on August

4.17.2 Checklist Discussion

Checklist Item a:

Wastewater collected from the project site would be transferred through City-owned infrastructure to the Joint Water Pollution Control Plant in Carson, operated by the Sanitation Districts of Los Angeles County. The facility provides both primary and secondary treatment for approximately 280 million gallons of wastewater per day and has a total permitted capacity of 400 million gallons per day.

The City has undertaken a complete inspection of the entire system via videotaping, and priorities for line replacement have been established to ensure long-term reliability. The collection system appears to serve the City adequately and all wastewater would be conveyed to the Joint Water Pollution Control Plant in Carson. This Plant has adequate capacity to treat all wastewater to all federal, state, and local wastewater treatment requirements. The proposed project would be charged appropriately to cover the cost of sewage collection and treatment and would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. Therefore, impacts would be ***less than significant***.

Checklist Items b, d, and e:

The project site is located on an urban infill site that is already served by public service systems. The proposed project would result in construction of commercial land uses, replacing an existing auto repair commercial structure.

Water

As shown in Table 4.17-1, Project Estimated Water Consumption, the project is anticipated to consume approximately 6,702 gallons per day (gpd) of water.

Table 4.17-1
Project Estimated Water Consumption

Type of Development	Size (sf)	Consumption Rate[a]	Total (gallons/day)
Market	27,900	180 gallons/1,000 SF/day	5,022
Financial Services/ Investment Company	7,000 sf	240 gallons/1,000 sf/day	1,680
Total Water Consumption			**6,702**

Source: County Sanitation Districts of Los Angeles County, Table 1, Loadings For Each Class of Land Use. [a] Water consumption rates are calculated as 120% of wastewater generation rates to account for outdoor water usage.

Government Code §§ 66437.7, et seq. ("SB 221") outline requirements for projects consisting of residential subdivisions. The project does not include a residential subdivision and, thus, is not subject to SB 221.

Water Code §§ 10910, et seq. ("SB 610") require water supply assessments to evaluate whether water supplies will meet projected water demand for certain projects. Projects subject to requirements under SB 610 include the following: (a) a residential development of more than 500 dwelling units; (b) a shopping center or business employing more than 1,000 persons or having more than 500,000 square feet of floor space; (c) a commercial office building employing

more than 1,000 persons or having more than 250,000 square feet; (d) a hotel or motel with more than 500 rooms; (e) an industrial or manufacturing establishment housing more than 1,000 persons or having more than 650,000 square feet or 40 acres; (f) a mixed-use project containing any of the foregoing; or (g) any other project that will have a water demand at least equal to a 500 dwelling unit project. The project is not subject to SB 610 as it does not fall into any of these categories.

The project would be required to comply with ordinances in the City Municipal Code regarding permanent water conservation.[43] The City does not anticipate that water supply facilities will require any substantial expansion to meet long-term needs and the project would not create the need for expansion to meet any long-term water demand increase created by the project. Given the incremental increase in water consumption for the project, and compliance with applicable water conservation policies and regulations, the project would not require or result in the construction of new or expanded water treatment facilities. Therefore, project impacts would be ***less than significant*** and no mitigation measures would be required.

Wastewater

Collected effluent is treated at the Joint Water Pollution Control Plant (JWPCP) in Carson, operated by the Sanitation Districts of Los Angeles County. As shown in Table 4.17-2, Project Estimated Wastewater Generation, the project is anticipated to generate approximately 5,585 gallons per day (gpd) of wastewater.

Table 4.17-2
Project Estimated Wastewater Generation

Type of Development	Size (sf)	Generation Rate	Total (gallons/day)
Market	27,900	150 gallons/1,000 SF/day	4,185
Financial Services/ Investment Compan	7,000 sf	200 gallons/1,000 SF/day	1,400
Total Wastewater Generation			**5,585**

Source: County Sanitation Districts of Los Angeles County, Table 1, Loadings For Each Class of Land Use.

Wastewater generation by the project would be treated at the JWPCP, which provides which provides both primary and secondary treatment. Currently, the plant treats an average daily flow of 280 million gallons per day (mgd), and has capacity to treat 400 mgd. This equals a remaining capacity of 120 mgd of wastewater able to be treated at the JWPCP and would have sufficient remaining capacity to treat the 5,585 gpd increase in wastewater generated by the project.

The proposed project would not significantly increase demand on existing water supplies or entitlements. The City does not anticipate that wastewater facilities will require any substantial expansion to meet long-term needs. Therefore, the project would not create the need for expansion to meet any long-term wastewater treatment demand created by the project. As a part of the City's review process and project Conditions of Approval, all departments and agencies responsible for providing services are consulted to determine their ability to provide necessary

[43] City of Manhattan Beach, Municipal Code 7.44, 7.44.020, and 10.60.070.

services prior to the issuance of permits. Therefore, the proposed project would have a ***less than significant*** impact on water supplies and wastewater treatment and facilities.

Checklist Item c:

The majority of the existing site is currently developed with commercial structures and surface parking lots. As described in 4.9, the project would include a series of inlets and catch basin that would collect the storm runoff from the primary project site portion of the project area. Storm runoff would then be conveyed to a diversion manhole. From there, the required treatment flow would be diverted into an underground infiltration system and vortex separator, while the high flow would discharge into an existing 16-inch storm drain via the proposed storm drainpipe. A trench drain is proposed to collect storm water from the parking lot north of 8th Street. This trench drain would flow into an underground infiltration system. Any flow that exceeds the treatment requirement would overflow into 8th Street via a proposed parkway drain.

Although the project buildings would be smaller in square footage, the project site would remain developed with buildings, parking areas, and landscaped areas. Impervious and pervious areas on the site would remain similar to existing conditions (90% impervious, 10% pervious) and the amount of stormwater runoff from the site would be the same as existing levels, therefore the proposed project would not increase stormwater runoff from the project sites. The project would be designed to implement LID standards, which prohibit any increase in stormwater runoff created by new development on a site and also require a reduction in stormwater runoff volume and the timing of peak flows. The City does not anticipate that the stormwater drainage facilities in the area will require any substantial expansion to meet long-term needs. As described above, the project would not create the need for expansion of stormwater runoff created by the project. No new or expansion of existing storm drainage facilities would be necessary and project impacts to storm drain systems would be ***less than significant***.

Checklist Item f:

Demolition of existing on-site structures would generate solid waste which would be disposed of at an appropriate solid waste facility. Construction debris includes concrete, asphalt, wood, drywall, metals, and other miscellaneous and composite materials. The proposed project would be required to recycle construction and demolition waste; therefore, much of this material would be recycled and salvaged to the maximum extent feasible. Materials not recycled would be disposed of at landfills. By recycling most of the solid waste generated by construction of the Project, short-term construction impacts on landfills would be ***less than significant***.

As the project site buildings are currently unoccupied, the development of the project would result in an increase in solid waste generation. The California Integrated Waste Management Act of 1989 (AB 939) was enacted to reduce, recycle, and reuse solid waste generated in the State to the maximum amount feasible. Specifically, the Act required city and county jurisdictions to identify an implementation schedule to divert 50 percent of the total waste stream from landfill disposal by the year 2000. The Act also requires each city and county to promote source reduction, recycling, and safe disposal or transformation. California cities and counties are required to submit annual reports to the California Integrated Waste Management Board to update the Board on the City's progress toward the AB 939 goals.

Solid waste generated in the City of Manhattan Beach is disposed of at El Sobrante Landfill, which is owned and operated by Waste Management. As shown in Table 4.17-3, the project

would generate approximately 912.5 pounds per day of solid waste (or 166.5 tons per year), before recycling activities.

Table 4.17-3
Project Estimated Solid Waste Generation

Type of Development	Size (sf)	Generation Rate[a]	Total (pounds/day)
Market	27,900	3.12/100 SF/Day	870.5
Financial Services/ Investment Compan	7,000 sf	6 pounds/1,000 SF/Day	42
Total Solid Waste Generation			**912.5**

Source: CalRecycle, Commercial Sector: Estimated Solid Waste Generation and Disposal Rates.
Website: http://www.calrecycle.ca.gov/wastechar/wastegenrates/Commercial.htm

Collection of solid waste would be provided by Waste Management, under a Franchise Agreement with the City. Waste Management has a number of programs to reduce waste diversion to the landfills. Therefore, any solid waste collected would first be sorted at a transfer station, from where any garbage designated as landfill waste would be disposed at the El Sobrante Landfill. The landfill has a capacity to process up to 70,000 tons of waste per week.[44] The landfill has a remaining capacity of over 145.5 million tons with an estimated closure date of 2045.[45] Therefore, this landfill has sufficient capacity to serve the proposed project. The project would not result in the need for new or expanded solid waste facilities and the impact would be ***less than significant***.

Checklist Item g:

Appropriate garbage and recycling receptacles would be provided within the building operations and common areas of the project site, in accordance with all statutes and regulations related to solid waste. Once collected, recyclable materials would be either collected for recycling on-site or transferred to another Gelson's store for recycling. Therefore, impacts would be ***less than significant***.

Mitigation

No mitigation required.

[44] Waste Management, Inland Empire. Website: http://www.wm.com/location/california/inland-empire/areas.jsp. Accessed October 9, 2015.
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4.18 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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?			✓	

4.18.1 Checklist Discussion

Checklist Item a:

Based on the findings provided in this Initial Study, the proposed project would not substantially degrade the quality of the environment. The project would not substantially reduce fish and wildlife habitat or populations to below sustainable levels and would not eliminate or restrict the range of any plant or animal community (see Section 4.4). The project would not eliminate historic or prehistoric resources (see Section 4.5). The overall impacts of the project would be ***less than significant***.

Checklist Item b:

A cumulative effect is defined as the impact on the environment that results from the incremental effect of the proposed project when added to other past, present, and reasonably foreseeable actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time.

There are a number of projects in the City of Manhattan Beach that have the potential to overlap with the proposed project construction. The following cumulative analysis addresses only impacts that could occur in part as a result of project construction and operation. If the project

does not make some contribution to a cumulative environmental effect, the cumulative effect cannot be characterized as a cumulative impact of that project. Therefore, this section evaluates the potential for cumulative environmental impacts on biological resources, cultural resources, geology and soils, and hazardous materials; environmental topics that were determined to have the potential to create a significant impact. Cumulative impacts from greenhouse gas and traffic are evaluated in Sections 4.7 and 4.16 of this document.

The project would require the removal of a Queen Palm, Wilson Olive, and a New Zealand Christmas tree. Additionally, some trees would be relocated on the site. Tree removal, relocation, and construction would have some potential to disturb migratory birds. However, mitigation measures are included in this IS/MND that would eliminate impacts to migratory birds. Additionally, other trees are available in the project vicinity for migratory birds. Therefore, this impact would not be cumulative. Subject to City Public Works determination, the project could be required to implement mitigation measures for replacement of removal trees, which would provide habitat for birds and this impact would not be cumulative.

Although there are no known cultural resources on the site, the project would require earth-disturbing activities with the potential to disturb unknown or undiscovered cultural resource. All projects in the City that include grading and digging are required to implement mitigation measures to eliminate significant impacts resulting from the discovery of unknown cultural resources. With implementation of mitigation measures required for this project and other cumulative projects, this impact would not be cumulative.

The project site is located in an area that could be subject to seismic related ground failure. Other projects in the City are located on similar sites. However, the City requires that all project design, improvements, and construction methods be in accordance with the recommendations of Geotechnical Reports prepared for these projects, which limits the potential for damage through instability. The City would review and approve the Geotechnical Reports required for this project and other cumulative projects. Therefore, this impact would not be cumulative.

The project would demolish buildings that may contain ACMs and LBP. These materials are common in older buildings throughout the City. Additionally, earth-disturbing activities have the potential to encounter undocumented hazardous materials. However, activities involving demolition and removal of hazardous materials are well regulated under federal, state, and local laws. The project and other cumulative projects would be required to implement these mitigation measures and regulatory required practices during construction. Therefore, this impact would not be cumulative.

The project's contribution to cumulative impacts for aesthetics, agriculture and forestry resources, air quality, greenhouse gases, hydrology and water quality, land use and planning, mineral resources, population and housing, noise, public services, recreation, transportation, and utilities and service systems would be less than significant. As discussed within the IS/MND, the project does not have the potential to cause significant impacts in these resource areas. Therefore, the cumulative impact from the proposed project and the foreseeable local projects would be considered ***less than significant***.

Checklist Item c:

Based on the findings of this Initial Study, the project would not have a substantial direct or indirect adverse effect on human beings, therefore impacts would be ***less than significant***.

Mitigation

No additional mitigation measures are required beyond what has been specified in the IS/MND previously.

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MITIGATION MONITORING AND REPORTING PROGRAM

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment" (Mitigation Monitoring or Reporting, §15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting). The City of Belmont (City) is the Lead Agency for the proposed project and is therefore responsible for enforcing and monitoring most of the mitigation measures in this mitigation monitoring program.

The Manhattan Beach Gelson's Market Project Initial Study and Mitigated Negative Declaration (IS/MND) was prepared to address the potential environmental impacts of the proposed project. Where appropriate, this document identified project design features or recommended mitigation measures to avoid or to mitigate identified potential impacts to a level where no significant impact on the environment would occur. This MMRP is designed to monitor implementation of the mitigation measures identified for the project in the IS/MND.

The MMRP for Manhattan Beach Gelson's Market Project would be in place throughout all phases of the project. The City shall be responsible for implementing all mitigation measures unless otherwise noted.

Impact	Mitigation Measure	Implementation, Responsibility & Timing	Monitoring Responsibility	Verified Implementation
Biological Resources				
BIO-1: The project site does contain trees, which could provide habitat for migratory birds.	**Mitigation Measure BIO-1: Inhibition of Nesting** All potential nesting substrate (e.g., bushes, trees, grasses, and other vegetation, as well as buildings) that are scheduled to be removed by the project should be removed prior to the start of the nesting season (e.g., prior to February 1). The purpose would be to preclude the initiation of nests on these substrates, and minimize the potential for delay of the project due to the presence of active nests.	Prior to February 1st Applicant/Construction Contractor	Applicant/Construction Contractor	City of Manhattan Beach
	Mitigation Measure BIO-2: Nesting Bird Pre-Construction Surveys If any construction activities are to occur during the nesting bird season (February 1-August 31), then pre-construction surveys for nesting birds shall be conducted by a qualified biologist to ensure that no nests shall be disturbed by project construction activities. These surveys shall be conducted no more than seven days prior to the initiation of construction activities in any given area; because construction may be phased, surveys shall be conducted prior to the commencement of each phase of construction. During each survey, the biologist shall inspect all potential nesting habitats (e.g., trees, shrubs, grasslands, and buildings) within the work area and within 250 feet of the	February 1st-August 31th Applicant/Construction Contractor	Applicant/Construction Contractor	City of Manhattan Beach

Impact	Mitigation Measure	Implementation, Responsibility & Timing	Monitoring Responsibility	Verified Implementation
	work area for raptor nests and within 100 feet of the work area for nests of non-raptors. If an active nest (i.e., a nest with eggs or young, or any completed raptor nest attended by adults) is found close to work areas to be disturbed by these activities, the qualified biologist shall determine the extent of a disturbance-free buffer zone to be established around the nest (typically 250 feet for raptors and 50 to 100 feet for non-raptors), to ensure that no active nests of species protected by the MBTA and California Fish and Game Code shall be disturbed during construction. In some circumstances, a qualified biologist, in consultation with the CDFW, can recommend that these buffers be modified based on topography, existing levels of disturbance, screening vegetation, and other factors.			
Cultural Resources				
CR-1: Project excavation and construction could unearth unanticipated cultural resources.	**CR-1: Unanticipated Archeological Resources** Pursuant to CEQA Guidelines 15064.5 (f), "provisions for historical or unique archaeological resources accidentally discovered during construction" shall be instituted. Therefore, in the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the City of Manhattan Beach	During excavation, grading, and construction activities. Applicant/Construction Contractor	Applicant/Construction Contractor	City of Manhattan Beach

Impact	Mitigation Measure	Implementation, Responsibility & Timing	Monitoring Responsibility	Verified Implementation
	shall consult with a qualified archaeologist to assess the significance of the find. If any find is determined to be significant, representatives of the City and the qualified archaeologist would meet to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report prepared by the qualified archaeologist according to current professional standards.			
CR-2: Project excavation and construction could unearth unanticipated paleontological resources.	**Mitigation Measure CR-2: Unanticipated Paleontological Resources** The project proponent and the City shall notify a qualified paleontologist of unanticipated discoveries, made by construction personnel and subsequently document the discovery as needed. In the event of an unanticipated discovery of a possible fossil during construction, excavations within 50 feet of the find shall be temporarily halted or diverted until the discovery is examined by a qualified paleontologist. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find.	During excavation, grading, and construction activities. Applicant/Construction Contractor	Applicant/Construction Contractor	City of Manhattan Beach
CR-3: Project excavation and construction could unearth undiscovered human remains.	**Mitigation Measure CR-3: Discovery of Human Remains** In the unlikely event of the discovery of human remains, CEQA Guidelines	During excavation, grading, and construction activities.	Applicant/Construction Contractor	City of Manhattan Beach

Impact	Mitigation Measure	Implementation, Responsibility & Timing	Monitoring Responsibility	Verified Implementation
	15064.5 (e)(1) shall be followed, which is as follows: 1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: (A) The Coroner of the county in which the remains are discovered is contacted to determine that no investigation of the cause of death is required, and (B) If the coroner determines the remains to be Native American: 1. The coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours. 2. The NAHC shall identify the person or persons it believes to be the most likely descended from the deceased Native American. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.	Applicant/Construction Contractor		
Geology and Soils				
BMP-GEO	During construction, the construction contractor shall follow all site preparation recommendations included in the latest geotechnical report for the	During excavation, grading, and construction activities.	Applicant/Construction Contractor	City of Manhattan Beach

Impact	Mitigation Measure	Implementation, Responsibility & Timing	Monitoring Responsibility	Verified Implementation
	project including related to vegetation removal, removal of existing and subsurface improvements and structures, excavations, slope grades, compaction, and site fills.	Applicant/Construction Contractor		
GEO-1: The project site is located in an area that could be subject to minor seismic related ground failure.	**GEO-1: Geotechnical Plan Review** Prior to the issuance of grading and building permits, the City Engineer shall review all geotechnical reports, grading plans, and building plans for site preparation and grading, site drainage improvements, and design parameters for foundations, retaining walls, landscaped rooftop area, and pavement areas, to ensure that the recommendations in the Geotechnical Report have been properly incorporated into the project design. The City Engineer shall provide recommendations regarding the geotechnical design/feasibility that are to be incorporated as conditions of approval for the project, satisfied as part of the building permit/construction/grading permits for the project.	Prior to approval of grading and building permits/City of Manhattan Beach	City of Manhattan Beach	City of Manhattan Beach
	GEO-2: Geotechnical Plan Review During construction, the City shall inspect, test (as needed), and approve all geotechnical aspects of project construction, including site preparation and grading, site surface and subsurface drainage improvements, and excavations for foundations and retaining walls prior to the placement of steel and concrete. A final inspection of site drainage	Prior to approval of grading and building permits/City of Manhattan Beach	City of Manhattan Beach	City of Manhattan Beach

Impact	Mitigation Measure	Implementation, Responsibility & Timing	Monitoring Responsibility	Verified Implementation
	improvements and excavations shall also be completed by the City to verify conformance with geotechnical recommendations.			
Hazards and Hazardous Materials				
HH-1: Project excavation, grading, and construction activities could uncover previously unknown and undocumented contamination.	**Mitigation Measure HH-1: Unknown and Undocumented Contamination** If previously unknown and undocumented hazardous materials are encountered during construction or accidentally released as a result of construction activities the following procedures shall be implemented: • A hazardous materials expert be on call in the event any unknown or undocumented hazardous materials are encountered during construction. • If hazardous materials are encountered work shall stop immediately and the hazardous materials expert shall be brought in to assess risk and determine appropriate remediation. The hazardous materials expert shall identify the scope and immediacy of the problem. • Coordination with the responsible agencies shall take place (Department of Toxic Substances Control, the Regional Water Quality Control Board, or the U.S. Environmental Protection Agency). • The necessary investigation and remediation activities shall be conducted	During excavation, grading, and construction activities. Applicant/Construction Contractor	Applicant/Construction Contractor	City of Manhattan Beach

Impact	Mitigation Measure	Implementation, Responsibility & Timing	Monitoring Responsibility	Verified Implementation
	to resolve the situation before continuing construction work.			
	Mitigation Measure HH-2: Asbestos Containing Materials Asbestos was detected in flooring materials. In order to prevent impacts to construction workers and the public the following procedures shall be implemented: • Developer shall notify employees and occupants regarding the presence and location of asbestos materials as required under California Health and Safety Code. • An abatement contractor shall remove asbestos materials prior to demolition, (refer to regulations regulated under California Title 8 1529, 29CFR 1926.1101, South Coast Air Quality Management District (SCAQMD) Rule 1403 and other. Removal of lead shall be performed by lead-certified workers following 5-day California Dept. of Public Health (CDPH) notification, under Cal. Title 8 S1532.1. Contractor shall drum and profile all waste prior to transport and disposal. When profiling, Contractors shall not mix potential lead-containing waste with any other materials (e.g. paper suits).	During demolition construction activities. Applicant/Construction Contractor	Applicant/Construction Contractor	City of Manhattan Beach
Hydrology				

Impact	Mitigation Measure	Implementation, Responsibility & Timing	Monitoring Responsibility	Verified Implementation
BMP-HYDRO	During construction, the construction contractor shall implement erosion and sedimentation controls, dewatering (nuisance-water removal), runoff controls, and construction equipment maintenance in compliance with the 2012 MS4 Discharge Permit that requires the City to condition development approvals with incorporation of specified stormwater controls. During project operation, the project owner shall be responsible for maintaining and repairing landscaping, building, and parking areas to maintain proper drainage, operation of water quality treatment features, and efficient conveyance of project site run-off to site drainage features.	During excavation, grading, and construction activities. Applicant/Construction Contractor	Applicant/Construction Contractor	City of Manhattan Beach
Noise				
NOI-1: Project construction could result in exposure of persons to noise.	**Mitigation Measure NOI-1:** A temporary, continuous sound barrier shall be erected along the perimeter of the project site. The barrier shall be at least 8 feet in height and constructed of materials achieving a Transmission Loss (TL) value of at least 20 dBA, such as ½ inch plywood.	During excavation, grading, and construction activities. Applicant/Construction Contractor	Applicant/Construction Contractor	City of Manhattan Beach
	Mitigation Measure NOI-2: Exterior noise-generating construction activities shall be limited to Monday through Friday from 7:30 A.M. to 6:00 P.M., and from 9:00 A.M. to 6 P.M. on Saturdays. No noise-generating exterior	During excavation, grading, and construction activities. Applicant/Construction Contractor	Applicant/Construction Contractor	City of Manhattan Beach

Impact	Mitigation Measure	Implementation, Responsibility & Timing	Monitoring Responsibility	Verified Implementation
	construction activities shall occur on Sundays or City-observed holidays.			
	Mitigation Measure NOI-3: Construction activities shall be scheduled so as to avoid operating several pieces of heavy equipment simultaneously when close to nearby sensitive uses, which causes high noise levels.	During excavation, grading, and construction activities. Applicant/Construction Contractor	Applicant/Construction Contractor	City of Manhattan Beach
	Mitigation Measure NOI-4: Noise-generating construction equipment shall be equipped with effective noise control devices; i.e., mufflers, lagging, and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise due to worn or improperly maintained parts would be generated.	During excavation, grading, and construction activities. Applicant/Construction Contractor	Applicant/Construction Contractor	City of Manhattan Beach
	Mitigation Measure NOI-5: Engine idling from construction equipment such as bulldozers and haul trucks shall be limited. Idling of haul trucks shall be limited to five (5) minutes at any given location as established by the South Coast Air Quality Management District.	During excavation, grading, and construction activities. Applicant/Construction Contractor	Applicant/Construction Contractor	City of Manhattan Beach
	Mitigation Measure NOI-6: Noise and groundborne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling, staging) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses, and natural and/or	During excavation, grading, and construction activities. Applicant/Construction Contractor	Applicant/Construction Contractor	City of Manhattan Beach

Impact	Mitigation Measure	Implementation, Responsibility & Timing	Monitoring Responsibility	Verified Implementation
	manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.			
	Mitigation Measure NOI-7: Barriers such as, but not limited to, plywood structures or flexible sound control curtains shall be erected around on-site stationary equipment (e.g., compressors and generators) to minimize the amount of noise during construction on the nearby noise-sensitive uses.	During excavation, grading, and construction activities. Applicant/Construction Contractor	Applicant/Construction Contractor	City of Manhattan Beach
	Mitigation Measure NOI-8: The construction contractor or project applicant shall provide a construction site notice that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.	During excavation, grading, and construction activities. Applicant/Construction Contractor	Applicant/Construction Contractor	City of Manhattan Beach

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