FINAL

PRE-SCREENING INITIAL STUDY

Poinsettia Lift Station Project

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1.0 INTRODUCTION

1.1 Purpose of Pre-Screening

CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before action on those projects. Pursuant to Section 15367 of the State CEQA guidelines, the City of Manhattan Beach is the Lead Agency and has the principal responsibility of approving the proposed project and determining the level of appropriate CEQA documentation.

This Pre-Screening Initial Study has been prepared to disclose and evaluate short-term construction related impacts and long-term operational impacts associated with the implementation of the Poinsettia Lift Station Project (proposed project) to determine if the project would have the potential to result in significant impacts to the environment and whether the project qualifies for Categorical Exemption (CE) or requires the preparation of a Negative Declaration (ND) or Mitigated Negative Declaration (MND) or an Environmental Impact Report (EIR). Based on the analysis of this Pre-Screening Initial Study, no potential significant impacts would occur from the construction and operation of the Poinsettia Lift Station Project.

1.2 Incorporation by Reference

The planning documents listed below were utilized during the preparation of this Pre-Screening Initial Study. These documents are incorporated by reference and were utilized throughout the analysis. The documents are available for review at the City of Manhattan Beach, 3621 Bell Avenue, Manhattan Beach, California, 90266.

- City of Manhattan Beach General Plan (Update 2005). The General Plan establishes the long-range goals for the physical development of the community and reflects the long term "vision" of the community through its goals, policies, and objectives. The *General Plan* is divided into six elements: Land Use, Infrastructure, Housing, Community Resources, Community Safety, and Noise. Each element contains goals, policies, and programs which are intended to guide land use and development decisions.
- The Codified Ordinances of the City of Manhattan Beach. The *Codified Ordinances of the City of Manhattan Beach* (City Municipal Code), most current updated April 2021, consists of codes and ordinances adopted by the City. These include standards intended to regulate public safety, public welfare, sanitation, business, street and public works, finance, building construction, planning, subdivisions, beaches and parks, public utilities, and traffic.

1.3 Technical Studies

The following technical studies were prepared for the proposed project and are available for public review. The technical studies are attached as Appendices to the Pre-Screening Initial Study.

- Air Quality/Greenhouse Gas and Energy Calculation Memorandum prepared by Birdseye Planning Group; May 31, 2021.
- Cultural Resources Records Search and a Paleontology Records Check prepared by VCS Environmental; June 2021.
- Noise Memorandum prepared by Birdseye Planning Group; May 31, 2021.

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2.0 PROJECT DESCRIPTION

2.1 Proposed Project

The proposed project involves replacing the Poinsettia Lift Station and construction of a new sewer force main.

2.2 Existing Environmental Setting

As shown in Figure 2-1, *Regional Vicinity*, the project area is located within the southwest portion of the City of Manhattan Beach (City), in the County of Los Angeles. Regional access to the project area would be from the 405 Freeway via Manhattan Beach Boulevard. The project area is urbanized with improved infrastructure and is currently built out. The project area consists mostly of impervious surfaces, except for parkway landscaping and residential use front yard landscaping.

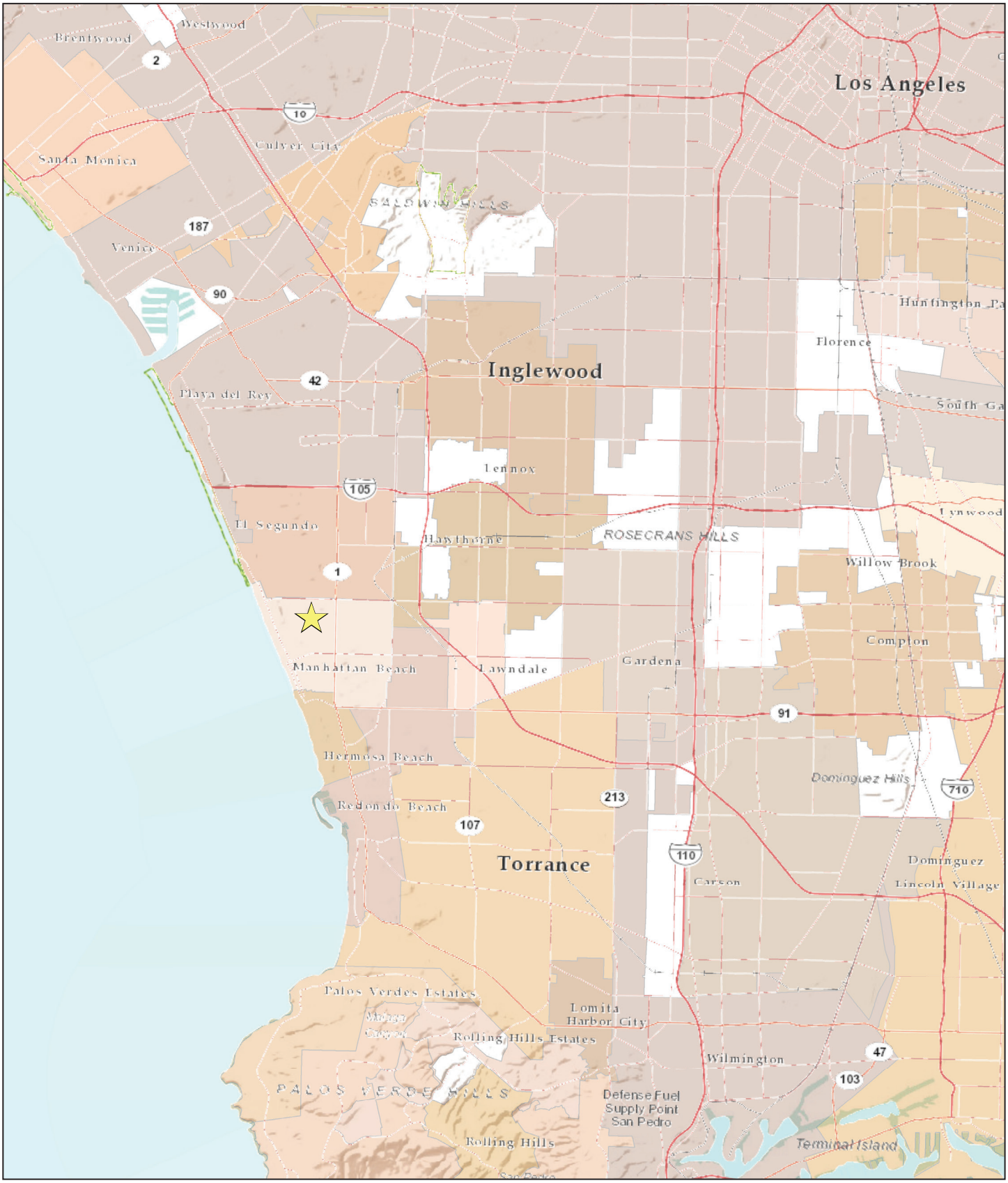
The project would be constructed within a small area of the intersection of Manhattan Beach Boulevard and along Poinsettia Avenue; refer to Figure 2-2, *Local Vicinity*. The intersection is a signalized intersection with two travel lanes in each direction with onsite parking. Existing conditions at the project area are shown in Figure 2-3, *Existing Site Photographs*.

The proposed pipeline construction activity would occur along an approximate 125-foot segment of Poinsettia Avenue, south of the intersection of Manhattan Beach Boulevard and Poinsettia Avenue. The roadway consists of one travel lane in each direction with pedestrian sidewalks on both sides of the street. Limited on-street parking is provided. There are no designated bikeways along Poinsettia Avenue. Along the project area segment of Poinsettia Avenue are an existing pre-school, a tutoring facility, a church, and residential land uses.

Figure 2-4, *General Plan Land Use Map*, shows that the project area is situated within District 1. The project area is planned for local commercial land uses.

2.3 Project Characteristics

The purpose of the proposed project is to replace the Poinsettia Lift Station with construction of a new sewer force main to increase operation redundancy and reliability. The existing lift station is near its useful life and is highly challenging to maintain as it is located in the middle of a church driveway. The new lift station would be located slightly north of the existing lift station, on the east side of Poinsettia Avenue. A series of improvements would occur over the entire construction duration; refer to Figure 2-5, *Proposed Improvements*. The proposed improvements would begin with the new lift station replacement located south of Manhattan Beach Boulevard and north of 11th Street. There will be a new 8-inch gravity pipe and manhole to divert existing sewage to the new lift station. The new 4-inch force main will start at the lift station, extend north on Poinsettia Avenue, and terminate at a new manhole and sewer connection at Manhattan Beach Boulevard.



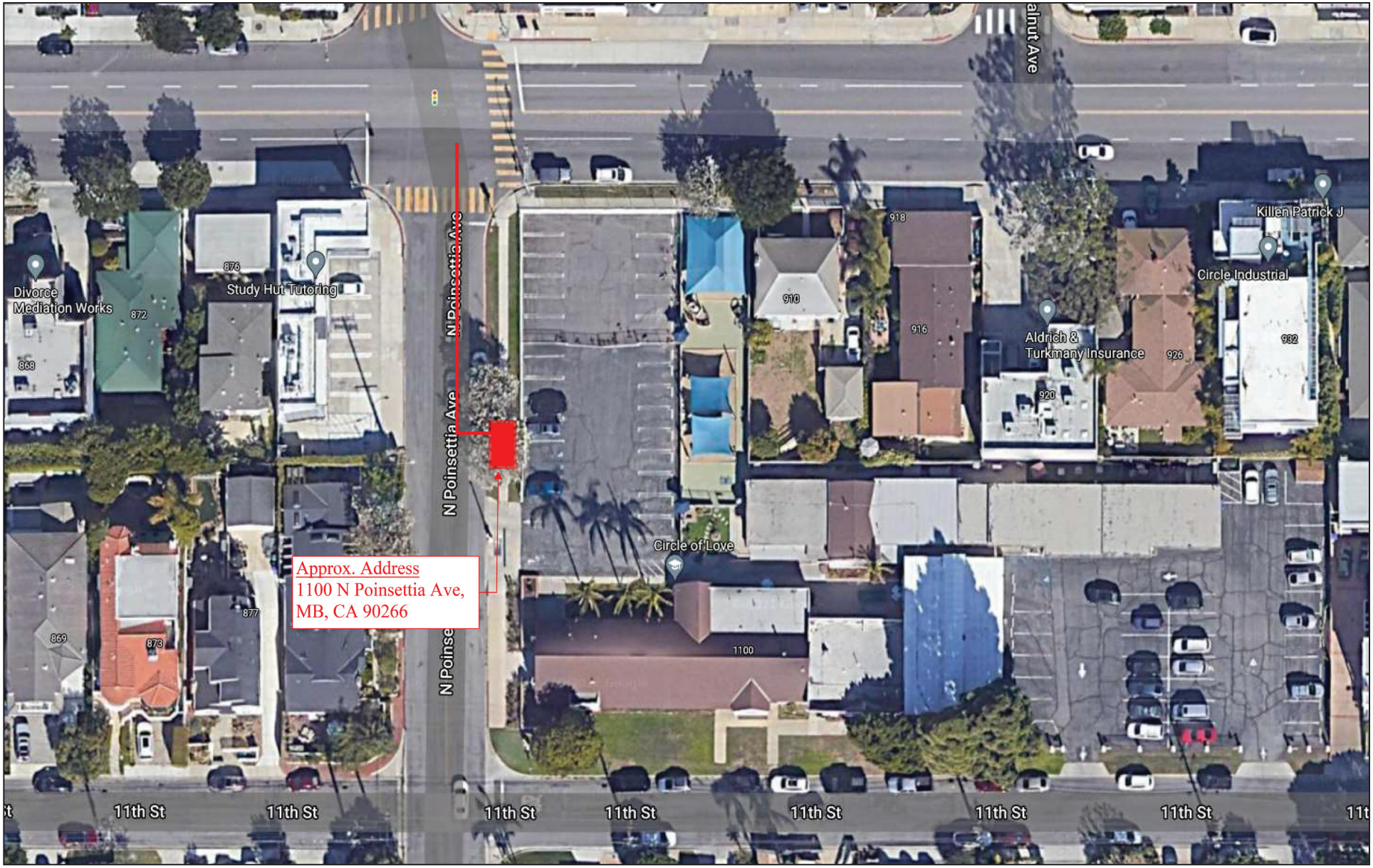
Source: ESRI; June 2021.

POINSETTIA LIFT STATION PROJECT
Pre-Screening Initial Study

Regional Location Map

VCS Environmental

Figure 2-1



Source: Google Earth Pro; June 2021.

- approximate Project Site Boundary

POINSETTIA LIFT STATION PROJECT
Pre-Screening Initial Study

Local Vicinity

VCS Environmental

Figure 2-2

1. View of the Poinsettia Lift Station site.

4. View of the east side of Poinsettia Avenue.

2. View looking north of the Poinsettia Lift Station.

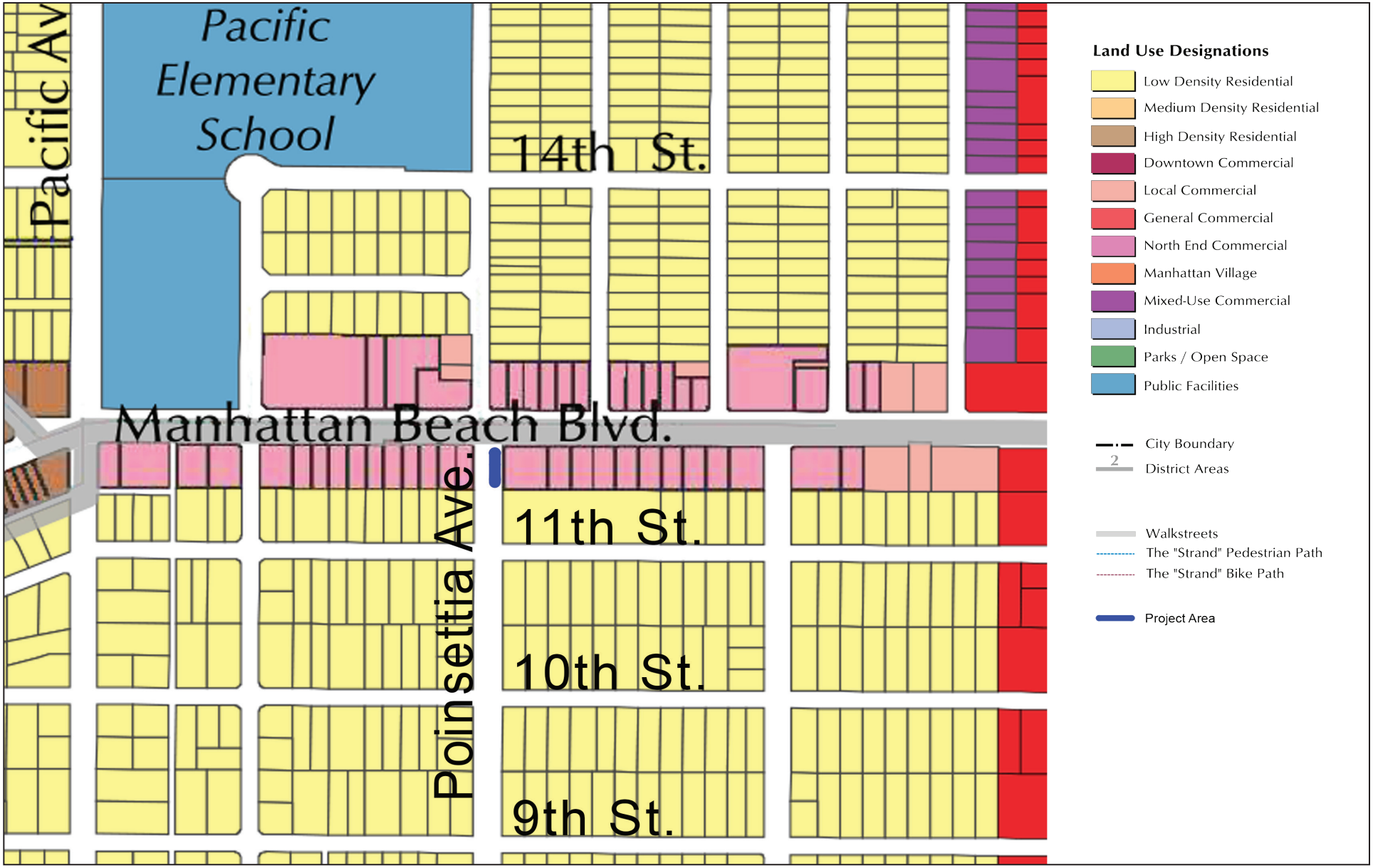
5. View of the west side of Poinsettia Avenue.

3. View looking south of the Poinsettia Lift Station.

6. View of the Poinsettia Avenue and Manhattan Beach Boulevard intersection.

POINSETTIA LIFT STATION PROJECT
Pre-Screening Initial Study

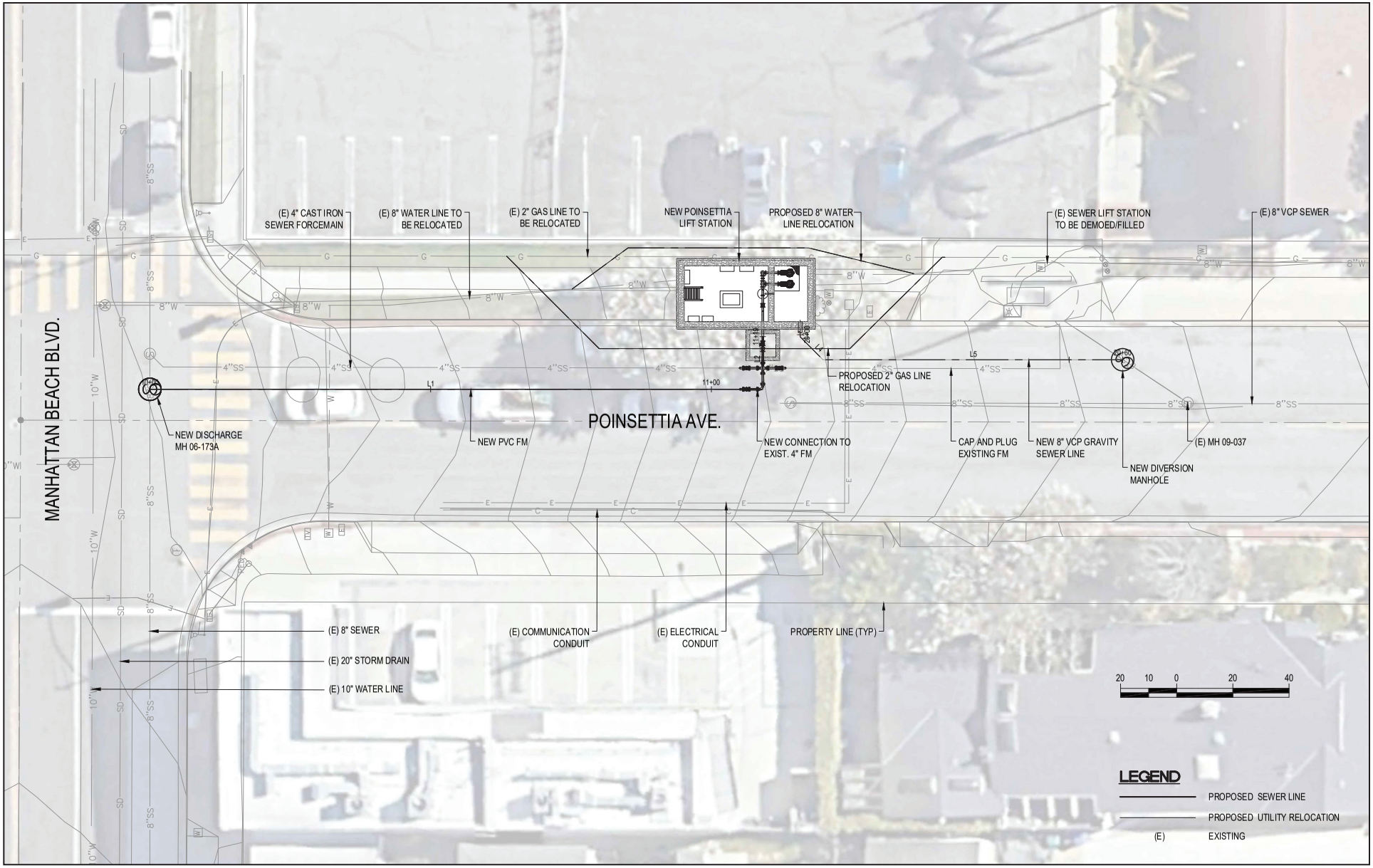
Existing Site Photographs



Source: Manhattan Beach General Plan, Figure LU-3, Land Use Policy Map; 2002.
- approximate Project Site Boundary

POINSETTIA LIFT STATION PROJECT
Pre-Screening Initial Study

General Plan Land Use Map



Source: PACE; January 29, 2021.

POINSETTIA LIFT STATION PROJECT
Pre-Screening Initial Study

Proposed Improvements

The proposed improvements would include:

- Furnish and install a new wastewater pump station to replace the existing pump station. Both the existing and new pump stations are located primarily underneath the easterly sidewalk and parkway. This includes a new 10'x6'x30' deep wet well and a 10'x15'x11' deep dry vault north of the existing structure.
- Furnish and install 120 feet of 4-inch diameter force main on Poinsettia Avenue.
- Furnish and install a new manhole to divert sewer flow into the proposed wet well.
- Furnish and install a new manhole to receive the sewer flow from the proposed force main.
- Furnish and install a 70-foot 8-inch diameter VCP gravity pipe connection between the new manhole and the existing City sewer system.
- Furnish and install a standby generator in the new dry vault.
- Furnish and install replacement lift station equipment, including new pumps, valves, instruments, and electrical equipment.
- Demolish the existing pump station lid (~100 square feet), remove all inside pipeline and equipment, backfill with soil, and place new concrete and asphalt surface.
- Repair roadway, sidewalk, driveways, curb, and gutter damaged during the installation and abandonment of the existing pump station.
- Rehabilitate the existing 4-inch diameter cast iron sewer force main through trenchless technology.

2.4 Project Design Features

The following Project Design Features will be incorporated into the construction activities for the project and shall be reflected on construction plans and/or project specifications.

PDF-BIO-1: All potential nesting substrate (e.g., bushes, trees, grasses, and other vegetation) that are scheduled to be removed and/or disturbed by the project construction noise activities should occur outside of migratory bird season, February 15 through August 31.

PDF-CR-1: If 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. 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.

PDF-PALEO-1: 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.

PDF-LU-1: Construction activities along the frontage of schools and pre-schools will be avoided to the extent possible when school is in session.

PDF-N-1: Construction activities will only occur between 7:30 AM to 6:00 PM on weekdays, and between 9:00 AM to 6:00 PM on Saturdays.

PDF-N-2: Electrical power shall be used to run air compressors and similar power tools. Internal combustion engines should be equipped with a muffler of a type recommended by the manufacturer and in good repair. All diesel equipment should be operated with closed engine doors and should be equipped with factory-recommended mufflers. Construction equipment that continues to generate substantial noise at the project boundaries should be shielded with temporary noise barriers, such as barriers that meet a sound transmission class (STC) rating of 25, sound absorptive panels, or sound blankets on individual pieces of construction equipment. Stationary noise-generating equipment, such as generators and compressors, should be located as far as practically possible from the nearest sensitive receptor property lines.

PDF-N-3: Limit the number of large pieces of equipment (i.e., backhoes or concrete mixers) operating adjacent to receivers to one at any given time.

PDF-N-4: Provide notification to residential occupants nearest to the project site at least 24 hours prior to initiation of construction activities that could result in substantial noise levels at outdoor or indoor living areas. This notification should include the anticipated hours and duration of construction and a description of noise reduction measures being implemented at the project site. The notification should include a telephone number for local residents to call to submit complaints associated with construction noise and be easily viewed from adjacent public areas.

PDF-T-1: Construction hauling activities and equipment mobilization/demobilization activities will occur during non-peak traffic periods.

PDF-T-2: Traffic controls and/or detour plans will be implemented to ensure safe pedestrian and vehicle access. Adequate emergency access would be maintained at all times.

2.5 City Approvals and Permits

The CEQA determination in the Pre-Screening Initial Study provides compliance for the following permits and approvals:

- City of Manhattan Beach approval of the Preliminary Design Report.
- Related construction contracts and agreements.

2.6 Construction Activities and Construction Phasing

Construction phasing is essential to limit the need for a temporary bypass system during construction, as such a bypass would need 24/7 supervision, generator, refueling, pumps, piping, and other above-ground appurtenances. The project consists of thirteen (13) key construction phases:

- Phase 1: Potholing.
- Phase 2: Install Force Main.
- Phase 3: Shoring for the New Sewer Wet Well.
- Phase 4: Install Wet Well and Dry Vault.
- Phase 5: Install Pumps in the Wet Well.
- Phase 6: Install Backup Generator Assembly.
- Phase 7: Install New Piping and Equipment in the Dry Vault.
- Phase 8: Install Force Main Connection.
- Phase 9: Start-up New Pump Equipment.
- Phase 10: Rehabilitate Existing Force Main.
- Phase 11: Abandon Existing Lift Station.
- Phase 12: Replace Damaged Concrete and Landscape.
- Phase 13: Repaving.

The construction activities and mix of construction equipment for the proposed Project are shown in Table 2-1, *Mix of Construction Equipment*.

Table 2-1
Mix of Construction Equipment

Construction Activity	Equipment	# of Days	Daily Hours of Operation	Horsepower
Phase 1 – Potholing				
Potholing	Pothole Vac-Truck	3	Pothole Vac-Truck - 2 hrs.	250
Phase 2 – Install Force Main				
Sawcut pavement	Pavement cutter, light-duty trucks	1	Pavement Cutter - 2 hrs. Trucks - 2 hrs.	500
Excavation, laying pipe, backfilling, and compaction, temporary pavement	Dump trucks, excavator, bobcat, light-duty trucks, asphalt delivery trucks, paving machine, rolling compactors	4	Dump Trucks - 2 hrs. Excavator - 8 hrs. Bobcat - 8 hrs. Trucks - 2 hrs. Asphalt Delivery Trucks - 1 hr. Paving Machine - 1 hr. Rolling Compactors - 2 hrs.	1750
Phase 3 – Shoring for the New Sewer Wet Well				
Install H-Beams	Dump trucks, excavator, bobcat, light-duty trucks, boring auger, boom truck	2	Dump Trucks - 2 hrs. Excavator - 8 hrs. Bobcat - 8 hrs. Trucks - 2 hrs. Boring Auger - 2 hrs. Boom Truck - 2 hrs.	1500
Excavation, and shoring	Dump trucks, excavator, bobcat, light-duty trucks, boom truck	8	Dump Trucks - 2 hrs. Excavator - 8 hrs. Bobcat - 8 hrs. Trucks - 2 hrs. Boom Truck - 2 hrs.	1250

Construction Activity	Equipment	# of Days	Daily Hours of Operation	Horsepower
Phase 4 – Install Wet Well and Dry Vault				
Install wood forms, and steel reinforcement	Compressor, light-duty trucks, boom truck	12	Compressor - 8 hrs. Trucks - 2 hrs. Boom Truck - 2 hrs.	750
Pour concrete foundation, walls, slabs, and roof	Concrete truck, light-duty trucks	6	Concrete Truck - 2 hrs. Trucks - 2 hrs.	500
Phase 5 – Install Pumps in the Wet Well				
Install pumps, piping, and appurtenances in the wet well	Compressor, light-duty trucks, boom truck	10	Compressor - 8 hrs. Trucks - 2 hrs. Boom Truck - 2 hrs.	750
Phase 6 – Install Backup Generator Assembly				
Install backup generator	Compressor, light-duty trucks, crane	1	Compressor - 8 hrs. Trucks - 2 hrs. Crane - 3 hrs.	750
Install electrical equipment, blowers, conduits, conductors, and appurtenances in the dry vault	Compressor, light-duty trucks	10	Compressor - 8 hrs. Trucks - 2 hrs.	500
Phase 7 – Install New Piping and Equipment in the Dry Vault				
Install electrical and mechanical equipment, blowers, conduits, conductors, and appurtenances in the dry vault	Compressor, light-duty trucks	15	Compressor - 8 hrs. Trucks - 2 hrs.	500
Phase 8 – Install Force Main Connection				
Connect new sewer force main and the existing force main	Dump trucks, excavator, bobcat, light-duty trucks, boom truck	1	Dump Trucks - 2 hrs. Excavator - 8 hrs. Bobcat - 8 hrs. Trucks - 2 hrs. Boom Truck - 2 hrs.	1250
Phase 9 – Start-up New Pump Equipment				
Start-up test new pump station	Compressor, light-duty trucks	1	Compressor - 8 hrs. Trucks - 2 hrs.	500
Phase 10 – Rehabilitate Existing Force Main				
Clean and slip-line existing sewer force main	Slip-lining trucks, compressor, light-duty trucks	10	Slip-Lining Trucks - 2 hrs. Compressor - 8 hrs. Trucks - 2 hrs.	750
Connect the rehabilitated sewer force main to the new force main connection	Compressor, dump trucks, excavator, bobcat, light-duty trucks, boom truck	1	Compressor - 8 hrs. Dump Trucks - 2 hrs. Excavator - 8 hrs. Bobcat - 8 hrs. Trucks - 2 hrs. Boom Truck - 2 hrs.	1500
Phase 11 – Abandon Existing Lift Station				
Remove concrete, equipment, cap pipes, and backfill	Dump trucks, excavator, bobcat, light-duty trucks, boom truck	5	Compressor - 8 hrs. Dump Trucks - 2 hrs. Excavator - 8 hrs. Bobcat - 8 hrs. Trucks - 2 hrs. Boom Truck - 2 hrs.	1500

Construction Activity	Equipment	# of Days	Daily Hours of Operation	Horsepower
Phase 12 – Replace Damaged Concrete and Landscape				
Install wood forms, and steel reinforcement	Compressor, light-duty trucks, boom truck	2	Compressor - 8 hrs. Trucks - 2 hrs. Boom Truck - 2 hrs.	750
Pour concrete to repair sidewalk, driveways, curb & gutters	Concrete truck, light-duty trucks	2	Concrete Truck - 2 hrs. Trucks - 2 hrs.	500
Repair landscaping	light-duty trucks	1	Trucks - 2 hrs.	250
Phase 13 – Repaving				
Grind and repair trench cut areas with new pavement	Dump trucks, pavement grinder, bobcat, light-duty trucks, asphalt delivery trucks, paving machine, rolling compactors	2	Dump Trucks - 2 hrs. Pavement Grinder - 2 hrs. Bobcat - 8 hrs. Trucks - 2 hrs. Asphalt Delivery Trucks - 1 hr. Paving Machine - 1 hr. Rolling Compactors - 2 hrs.	1750

PHASE 1 – POTHOLING

Before cutting the roadway pavement to install the new 4-inch diameter sewer force main, an 8-inch diameter gravity main, and the new lift station, potholing would be necessary to identify the depth and size of all existing underground utilities. Using a minimal destructive method, such as a vacuum and remove method, a hole typically no larger than 1-inch in diameter would be temporarily created to have a visual contact for measurement. Boring holes would be backfilled with native material and repaired with the temporary pavement.

PHASE 2 – INSTALL FORCE MAIN

Sawcut Pavement

For all work within the public right-of-way, traffic controls and pedestrian detour signages would need to be placed surrounding the area under construction. Along with the new gravity main alignment within the asphalt roadway, the pavement would need to be a sawcut depth beyond the thickness of the asphalt section while temporarily leaving the pavement in place until such time when excavation would begin for pipeline installation.

Excavation, Laying Pipe, Backfilling/Compaction and Temporary Pavement

The 4-inch diameter sewer force main installation would likely begin at the new Poinsettia Lift Station location before it terminates at the new sewer manhole located on Manhattan Beach Boulevard. The 8-inch diameter gravity main would also begin at the new lift station location but extend in the opposite direction to a new sewer manhole located north of 11th Street. Excavated trench depths would vary to provide a steady increase in pipe invert elevation. Excavated soil is temporarily stored near the construction area, as the majority of such material would be used as backfill material with soil compaction to restore the open trench. Any excess soil would be hauled away. At the end of each working day for any open trench along a roadway, the trench would either be covered with steel plates or temporarily filled with Cold Patch asphalt.

PHASE 3 – SHORING FOR THE NEW SEWER WET WELL

Install H-Beams

The new wet well is approximately 30 inches deep, adjacent to the shallower new dry vault at the project site. Shoring using H-Beams would be required for construction of such a deep wet well. The excavated hole would be slightly larger than the new wet well to allow for construction and the formwork for concrete. A boring auger would be used to drill multiple holes to allow for the temporary placement of H-Beams in a vertical position. These H-Beams would function as slots to hold shoring planks in place during excavation.

Excavation and Shoring

After H-Beams are securely installed, the shoring process would continue with ongoing excavation while adding shoring planks horizontally. This process would continue until the desired depth has been reached. All excavated material would be hauled away and be disposed of.

PHASE 4 – INSTALL WET WELL AND DRY VAULT

Install Wood Forms and Steel Reinforcement

Wood forms would be constructed in phases, starting from the bottom for the wet well foundation. Steel reinforcements for the next stage of concrete pour for walls are tied to the steel reinforcement in the floor slab. This construction process from the bottom-up would continue until the final roof slab is poured.

Pour Concrete Foundation, Walls, Slabs, and Roof

As mentioned above, concrete pours are performed in various stages until the entire new wet well structure is poured. The new dry vault will be adjacent to the new wet well.

PHASE 5 – INSTALL PUMPS IN THE WET WELL

After the concrete wet well cures, two (2) new submersible pumps would be installed near the floor, along with various mechanical piping, pipe to wall anchors, railings, electrical conduits, pump cables, and other appurtenances.

PHASE 6 – INSTALL BACKUP GENERATOR ASSEMBLY

Install Backup Generator

The new backup generator would be installed within the new dry vault adjacent to the new wet well. The generator would be lowered into the vault with a crane and then securely anchored to the concrete slab with dampeners to absorb vibrations. The backup generator is only expected to run for several minutes during routine maintenance and inspection each month and only when there is a power outage in this power grid.

Install Electrical Equipment, Blowers, Conduits, Conductors, and Appurtenances

The blower assembly would be installed to provide fresh and cooler air to protect both maintenance staff and the backup generator assembly.

PHASE 7 – INSTALL NEW PIPING AND EQUIPMENT IN THE DRY VAULT

To eliminate the need to bring in a sewer bypass system during this construction phase, the existing lift station would remain in operation as long as possible. New pipes, valves, and other appurtenances for two new sewer pump assemblies would be installed in the new dry vault.

PHASE 8 – INSTALL FORCE MAIN CONNECTION

For this construction phase, a separate above-ground sewer bypass system would be constructed in the event this next construction phase requires sewage to be bypassed. A short section of the existing force main piping and valve assembly just outside the new dry vault would be exposed and prepared for replacement and connection to the new 4-inch sewer force main. In addition, the existing force main would be connected and later would be rehabilitated before reconnection. The excavated area would remain open but would be steel-plated when no workers are present.

PHASE 9 – START-UP NEW PUMP EQUIPMENT

With all of the new mechanical and electrical equipment in place and ready for the start-up test, the separate above-ground sewer bypass system would be left in place if the new pump equipment fails to operate correctly. The start-up transition would begin by disconnecting the power supply at the existing electrical panel and connecting it to the new electrical panel. Any critical adjustments to the new pumping system would be at this phase to ensure the pump station operates per the intended design, including temporarily turning off the power supply to trigger the operation of the backup generator. After completing the start-up test, the existing pump station and piping would be prepared for abandonment.

PHASE 10 – REHABILITATE EXISTING FORCE MAIN

Clean and Slip-Line the Existing 4-inch Sewer Force Main

The existing 4-inch sewer force main would be similar in length to the new force main at approximately 120 feet. It begins at the sewer lift station, extends north, and terminates at the existing sewer manhole located at Manhattan Beach Boulevard. The existing sewer force main would be cleaned. Then, video inspection would verify that the pipe is intact for the next step of slip-lining.

Connect the Rehabilitated Sewer Force Main

A new flexible pipe would be pulled and expanded through trenchless technology to form the shape and alignment of the existing sewer force main.

PHASE 11 – ABANDON EXISTING LIFT STATION

With the new lift station and force main in operation, the existing lift station and a portion of unnecessary pipelines would be abandoned. The upper section of the concrete roof and walls would be demolished. All interior equipment, piping, conduits, conductors, and appurtenances would be removed. All pipes would be capped, and the entire hole would be backfilled and compacted with dirt to prepare surface restoration.

PHASE 12 – REPLACE DAMAGED CONCRETE AND LANDSCAPE

With the sewer lift station replaced and the existing station partially removed and abandoned, a new force main would be in place, and connected to the newly rehabilitated force main. This phase would include placing new wood forms for the sidewalk, driveways, and curb and gutter. In addition, damaged sprinkler systems would be repaired, and landscape restored.

PHASE 13 – REPAVING

For any trench cuts within the roadway, permanent pavement repair would be performed per the City's standard. It would include grinding the top portion of the temporary pavement surface and then placing new permanent asphalt.

3.0 INITIAL STUDY CHECKLIST

The Environmental Checklist Form is consistent with the Environmental Checklist form provided in Appendix G of the CEQA Guidelines.

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
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. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒
II. AGRICULTURAL AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
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?	☐	☐	☐	☒

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☒	☐
IV. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (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?	☐	☐	☒	☐

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
V. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to in Section 15064.5?	☐	☐	☒	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☒	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐
VI. ENERGY. Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒
VII. GEOLOGY AND SOILS. Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
2) Strong seismic ground shaking?	☐	☐	☒	☐
3) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
4) Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
VIII. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
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 or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
1) Result in substantial erosion or siltation on- or offsite?	☐	☐	☒	☐
2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	☐	☐	☐	☒
3) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
4) Impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐
XI. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	☐	☐	☒	☐
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
XII. MINERAL RESOURCES. Would the project:				
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?	☐	☐	☐	☒

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
XIII. NOISE. Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XIV. POPULATION AND HOUSING. Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
XV. PUBLIC SERVICES. Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?	☐	☐	☒	☐
2) Police protection?	☐	☐	☒	☐
3) Schools?	☐	☐	☒	☐
4) Parks?	☐	☐	☒	☐
5) Other public facilities?	☐	☐	☒	☐

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION. Would the project:				
a. 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. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
XVII.TRANSPORTATION. Would the project:				
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☐	☒
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐
XVIII. TRIBAL CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☐	☒	☐
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒
XX. WILDFIRE. Would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE. Would the project:				
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b. 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. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

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4.0 PRE-SCREENING ANALYSIS

The following is a discussion of potential project impacts as identified in CEQA Guidelines Appendix G Initial Study Environmental Checklist. Explanations are provided within each corresponding impact category in this analysis to show that no potential significant impacts to the environment would occur.

4.1 Aesthetics

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

No Impact: For purposes of determining significance under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the public. In addition, some scenic vistas are officially designated by public agencies, or informally designated by tourist guides. The City of Manhattan Beach General Plan does not identify any scenic vistas near where the proposed project construction activities would occur.

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

No Impact: According to the California Department of Transportation, there are no designated or eligible State Scenic Highways within the vicinity of the project area. Therefore, no potential adverse impacts to scenic resources within the viewshed of a State Scenic Highway would occur.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact: The proposed project would be implemented in an area that is developed with urbanized land uses. The City of Manhattan Beach General Plan does not identify specific design guidelines that would apply to governing the scenic quality of the proposed project. The proposed lift station and force main pipeline would be located underground and would not have a visual presence that would conflict with the project area's existing aesthetic character. During construction, the visual character of the project area would be temporarily altered with construction activity and construction equipment. The construction activity would be short-term and once construction operations are completed, the project area would be returned to its pre-project condition. Due to the short period of construction activity and that the project area would be returned to its pre-project condition, potential short-term construction impacts to the visual character of the project area would be less than significant.

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

No Impact: The project area is situated within an urbanized setting and contains a substantial amount of light and glare impacts from vehicle traffic, land uses and street lighting. The proposed sewer lift station would be located underground and would not generate lighting that would spill over onto adjacent land uses. The construction operations for the project would occur during the day, no

nighttime lighting would be needed. Therefore, no temporary or long-term operational light and glare impacts would occur.

4.2 Agricultural and Forestry Resources

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact: The State of California Farmland Mapping and Monitoring Program indicates there is no Prime Farmland, Unique Farmland or Farmland of Statewide Importance within the project area. Additionally, the City's General Plan Land Use Element does not identify any agricultural lands within the City. Therefore, the construction and operation of the proposed project would not result in adverse impacts to Prime Farmland, Unique Farmland or Farmland of Statewide Importance.

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

No Impact: According to the City of Manhattan Beach Zoning Code, the project area is not zoned for agriculture land uses. Therefore, the proposed project would not conflict with any lands zoned for agriculture uses. Additionally, the project area is not under 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))?

No Impact: The proposed project would not cause a rezoning of lands that are zoned for forest land or timberland.

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

No Impact: The project area does not contain forest land resources. Therefore, implementation of the proposed project would not result in the loss of forest land or conversion of forest land to non-forest uses.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact: The project area and surrounding properties do not contain farmland or timberland. The construction and operation of the proposed project would be confined to the project area and would not cause any onsite or offsite conversion of farmland or forest land to non-agriculture uses or non-forest uses.

4.3 Air Quality

The following analysis is based on an air quality analysis contained in the Air Quality/Greenhouse Gas and Energy Calculation Memorandum prepared by Birdseye Planning Group on May 31, 2021. The Technical Memorandum evaluates air quality impacts associated with three construction projects: Voorhees Lift Station, Poinsettia Lift Station and Pacific Gravity Lift Station. The mix of construction

activities for each project is similar. The air quality analysis identified the highest air quality emissions generated from all three construction projects to measure if air quality impacts would be significant. The analysis identified that none of the construction phases for any of the three projects would result in significant air quality impacts. The Technical Memorandum is presented in its entirety in Appendix A.

REGULATORY FRAMEWORK

The project area is within the South Coast Air Basin (Basin). Air quality conditions in the Basin are under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD is directly responsible for reducing emissions from stationary, mobile, and indirect sources. It has responded to this requirement by preparing a sequence of Air Quality Management Plans (AQMPs). The AQMP's are prepared in coordination with the Southern California Association of Government (SCAG) *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS), adopted April 2016, and the *2019 Federal Transportation Improvement Program* (FTIP), adopted September 2018, which addresses regional development and growth forecasts.

The SCAQMD has developed specific quantitative thresholds that apply to projects within the SCAB. The following significance thresholds apply to short-term construction activities:

- 75 pounds per day of reactive organic gases (ROG)
- 100 pounds per day of nitrogen oxides (NO_X)
- 550 pounds per day of carbon monoxide (CO)
- 150 pounds per day of sulfur oxides (SO_X)
- 150 pounds per day of particulate matter (PM_{10})
- 55 pounds per day of atmospheric particulate matter ($PM_{2.5}$)

The proposed project would be required to comply with SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within the South Coast Air Basin. Therefore, the following conditions, which are required to reduce fugitive dust in compliance with SCAQMD Rule 403, were included in CalEEMod for site preparation and grading phases of construction.

- Minimization of Disturbance. Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.

- Soil Treatment. Construction contractors should treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved onsite roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least twice daily, preferably in the late morning and after work is done for the day.

- Soil Stabilization. Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded

and watered until landscape growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.

- No Grading During High Winds. Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).
- Street Sweeping. Construction contractors should sweep all onsite driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

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

Less Than Significant Impact: A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding forecasts used in the development of the AQMP. The proposed project involves the construction of a sewer lift station and a force main pipeline and would not create additional housing or long-term employment opportunities beyond what is projected in the City's General Plan. Additionally, as shown in Table 4.3-1, *Regional Air Quality Impacts*, and Table 4.3-2, *Localized Air Quality Impacts*, the proposed project construction activities would not exceed SCAQMD regional air quality and local air quality thresholds. Project-related emissions would not exceed thresholds recommended by the SCAQMD. Therefore, the proposed project would be consistent with the AQMP and would not cause an adverse impact.

Table 4.3-1
Regional Air Quality Impacts

Construction Phase	Maximum Emissions (pounds/day)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Maximum pounds/day	1.7	18.5	11.8	0.02	3.1	1.9
SCAQMD Regional Thresholds	75	100	550	150	150	55
Threshold Exceeded 2019	No	No	No	No	No	No
Source: Birdseye Planning Group, *Air Quality/Greenhouse Gas and Energy Calculation Memorandum*; May 31, 2021.						

Table 4.3-2
Localized Air Quality Impacts

Pollutant	Allowable emissions as a function of receptor distance in meters from a one-acre site (lbs/day)				
	0-25	50	100	200	500
Gradual conversion of NO_x to NO_2	91	103	107	139	218
CO	664	785	1,156	2,228	7,269
PM_{10}	5	14	28	56	140
$PM_{2.5}$	3	5	9	21	75
Source: Birdseye Planning Group, *Air Quality/Greenhouse Gas and Energy Calculation Memorandum*; May 31, 2021.					

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact: The following analysis evaluates construction regional air quality impacts associated with the proposed project. The project would not have operational air quality impacts. Therefore, the focus of the analysis is on short-term construction related air quality impacts. The construction activities for the proposed project would generate temporary air pollutant emissions. These impacts would be associated with fugitive dust (PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction vehicles and work crew vehicle trips. For the proposed project, construction would generally consist of demolition and removal of the existing asphalt pavement and concrete and laying new asphalt and concrete pavement. Construction emissions modeling for site preparation, grading/installation of new infrastructure and paving is based on the overall scope of the proposed development and construction phasing. It was assumed for modeling purposes that the total area disturbed daily would be no greater than one acre and the site would be watered twice daily in accordance with Fugitive Dust Rule 403. Table 4.3-1 summarizes the estimated maximum daily emissions with implementation of Fugitive Dust Rule 403 as well as the estimated maximum daily emissions of pollutants. As shown in Table 4.3-1, construction of the proposed project would not exceed the SCAQMD regional thresholds. With compliance with SCAQMD Rule 403, the proposed project would not exceed SCAQMD regional thresholds and construction emissions would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact: Sensitive receptors include, but are not limited to, hospitals, schools, daycare facilities, elderly housing, and convalescent facilities. These are areas where the occupants are more susceptible to the adverse effects of exposure to air pollutants. The construction work would occur within an urbanized area in Manhattan Beach. Within the project area, there are sensitive receptors including schools and residential uses.

To evaluate local air quality impacts, the SCAQMD developed Localized Significance Thresholds (LSTs) in response to concerns regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that would not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size and distance to the sensitive receptor. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been developed for NO_X, CO, PM_{10} and $PM_{2.5}$.

The SCAQMD provides lookup tables for project sites that measure one, two, or five acres. The project site is in Source Receptor Area 3 (SRA-3, Southwest Coastal Los Angeles County). Conservatively, it was assumed that one acre would be disturbed on any given construction day. LSTs pounds per day for construction related emissions in the SRA-3 at varying distances between the source and receiving property are shown previously in Table 4.3-2.

The construction work would occur within an urbanized area in Manhattan Beach. Sensitive receptors are located within 25 meters of the construction corridor. To provide a conservative evaluation of construction emissions relative to LST thresholds, allowable emissions for 0 to 25 meters were used.

As shown in Table 4.3-1, total emissions of NO_X, CO, PM_{10} and $PM_{2.5}$ pounds per day generated by the project would not exceed the LST thresholds shown in Table 4.3-2 for receivers located within 0 to 25 meters of the site. Therefore, the project would not exceed LST thresholds and potential localized air quality impacts would be less than significant.

CONSTRUCTION-RELATED TOXIC AIR CONTAMINANT IMPACTS

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxins are usually described in terms of "individual cancer risk". The California Office of Environmental Health Hazard Assessment (OEHHA) health risk guidance states that a residential receptor should be evaluated based on a 30-year exposure period. Given the short-term construction schedule, the proposed project would not result in a long-term (i.e., 30 or 70 years) exposure to a substantial source of toxic air contaminant emissions; and thus, would not be exposed to the related individual cancer risk. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed project.

d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?

Less Than Significant Impact: Potential sources of odor during construction activities include equipment exhaust and activities such as paving. The objectionable odors that may be produced during the construction process would occur periodically and end when construction is completed. SCAQMD Rules 1108 and 1108.1 limit the amounts of volatile organic compounds (VOCs) in cutback asphalt and emulsified asphalt products sold within the air district. These emissions would be short-term and not confined to one specific location and would disperse quickly. With compliance with SCAQMD Rules 1108 and 1108.1, potential odor impacts would be less than significant.

4.4 Biological Resources

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact: The project area is located within an urbanized setting that consists of improved roadways and developed land uses. The project area lacks suitable habitat to support special status plant or wildlife species. Therefore, implementation of the proposed project would not directly or indirectly impact sensitive plant or wildlife or alter the existing habitat.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact: The project area is located within an urbanized setting that consists of improved roadways and developed land uses. The project area does not contain any sensitive vegetation natural communities that would be regulated by the California Department of Fish and Wildlife or the United States Fish and Wildlife Service. The construction and operation of the proposed project would not result in adverse impacts to any sensitive vegetation natural communities.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact: The project area contains no hydrological features and has no wetland, marsh, vernal pool, or coastal habitat within its boundary. The project area consists of an urbanized setting with sparse ornamental trees and shrubs in which no wetlands are present. Additionally, the National Wetlands Inventory (NWI) was assessed within the proposed project area and no wetlands were documented within the project area. The construction and operation of the proposed project would not result in adverse impacts to Wetland Waters of the United States/State.

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?

Less Than Significant Impact: There is no suitable habitat in the project area for native residents or migratory fish. The project area vicinity contains ornamental trees. Construction activities for the proposed project would require removal of the existing trees to construct the proposed sewer lift station. If nesting birds are present, potential adverse direct and indirect noise impacts could occur. The proposed project includes Project Design Feature PDF-BIO-1, which requires any tree removals to occur outside of migratory bird season, February 15 through August 31. With implementation of PDF-BIO-1, potential direct and indirect noise impacts to migratory birds would be avoided.

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

Less Than Significant Impact: Construction of the proposed sewer lift station would require the removal of trees near the existing Poinsettia Lift Station. The trees would be replaced in accordance with Section 7.28.120 of the City of Manhattan Beach Municipal Code Tree, Shrub and Plant Regulations. With compliance of the City of Manhattan Beach Municipal Code Tree, Shrub and Plant Regulations, the potential removal of trees would not conflict with any local policies or ordinances protecting biological resources.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact: The project area is not included within an adopted Habitat Conservation Plan or Natural Communities Conservation Plan. Therefore, implementation of the proposed project would not conflict with an adopted Habitat Conservation Plan or Natural Communities Conservation Plan.

4.5 Cultural Resources

The following analysis is based on a Cultural Resources Records Search and a Native American Sacred land Record Search requested by VCS Environmental in May 2021. The record searches are presented in in Appendix B.

An archaeological and historical resources records search was conducted by the South Central Coastal Information Center (SCCIC) at California State University, Fullerton for a one-half mile radius around

the project area. The SCCIC is the designated regional repository of the California Historical Resources Information System (CHRIS) for records regarding archaeological and historical resources and associated studies in Los Angeles County. The CHRIS system provides data on the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California Historical Landmarks (CHL), California Points of Historical Interest (CPHI), and Historical Landmarks of Los Angeles County, plus historical maps and photographs as needed.

The records search concluded that no cultural resources were recorded within a one-quarter mile of the project area. Additionally, Native American Sacred Lands Record Search did not identify any recorded Native American sacred lands or other Native American cultural resources within the project area.

a) Cause a substantial adverse change in the significance of a historical resource pursuant to in Section 15064.5?

Less Than Significant Impact: The project area is located within an urbanized area and surrounded by developed land uses. The records search review identified that there were no listed historical properties within the project area. Implementation of the proposed project would not adversely affect any existing historical resources.

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

Less Than Significant Impact: The records search review identified that there were no recorded archaeological sites within the project area. The proposed project would involve pipeline excavations up to 14 feet in depth and excavations up to 20 feet to construct the wet well, which could impact native soils. Even though the project area has been previously disturbed and because cultural resources are known to occur in the regional area, there would still be some potential for the discovery of unknown archaeological resources. The proposed project includes a Project Design Feature which requires the halting of ground-disturbing activities in the event unknown archaeological resources are encountered. With compliance of PDF-CR-1, the potential of adverse impacts to unknown archaeological resources would be less than significant.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact: Based on a record search conducted by the California Native American Heritage Commission, sacred remains or cemeteries are known to exist within or near the project area. However, there is always the potential that subsurface construction activities associated with the proposed project could potentially damage or destroy previously undiscovered human remains. In the event of the accidental discovery or recognition of any human remains, Health and Safety Code Section 7050.5 must be followed. With compliance of Health and Safety Code Section 7050.5, potential impacts to human remains would be less than significant.

4.6 Energy

The following analysis is based on an energy analysis contained in the Air Quality/Greenhouse Gas and Energy Calculation Memorandum prepared by Birdseye Planning Group on May 31, 2021. The Technical Memorandum evaluates energy demand impacts associated with three construction

projects: Voorhees Lift Station, Poinsettia Lift Station and Pacific Gravity/Lift Station Removal. The mix of construction activities for each project is similar. The energy analysis identified the highest energy demands generated from all three construction projects to measure if energy demand impacts would be significant. The analysis identified that none of the construction phases for any of the three projects would result in significant energy demand impacts. The Technical Memorandum is presented in its entirety in Appendix A.

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact: Implementation of the proposed project would result in the commitment of energy resources. During construction, energy supplies would mostly be fuels to operate heavy equipment to construct the proposed project. The energy consumption impacts would occur at different levels throughout the construction phases.

All fuel calculations were based on the total Carbon Dioxide Equivalent (CO_2e) value calculated for construction phase and vehicle miles traveled (VMT) using the California Emission Estimator Model (CalEEMod) version 2016.3.2. Data are reported in annual metric tons of CO_2e for the duration of each construction phase. Metric tons are converted to kilogram CO_2e and then divided by a conversion factor used by the U.S. Environmental Protection Agency to estimate gallons of gasoline (8.87) and diesel fuel (10.18) consumed based on carbon emissions.

Table 4.6-1, *Construction Worker Gasoline Demand*, shows the gasoline demand for construction haul, vendor and workers. Table 4.6-2, *Construction Equipment Diesel Demand*, shows the diesel fuel demand for equipment operation. Gasoline demand was estimated assuming all vehicles would be gasoline fueled. Diesel fuel demand estimates assumed that all vehicles would be heavy-duty diesel-fueled equipment. Fuel demand estimates are conservative as the calculations were based on the daily use of equipment during the heaviest construction phase. As shown below, the fuel demands during construction operations would be negligible. The long-term operation of the proposed project would involve periodic inspection and maintenance trips, which would involve minimal commitments of energy.

Table 4.6-1
Construction Worker Gasoline Demand

Type	CO_2E MT	Total Duration (292 days)	Kg CO_2e	Gallons
Haul	0.19	55.48	55,480	6,254
Vendor	0.00	0.00	0	0
Worker	0.17	49.64	49,640	5,596
Total				**11,850**

Source: Birdseye Planning Group, *Air Quality/Greenhouse Gas and Energy Calculation Memorandum*; May 31, 2021.

Table 4.6-2
Construction Equipment Diesel Demand

Type	CO_2E MT	Total Duration (292 days)	Kg CO_2e	Gallons
Infrastructure Installation	1.87	546	546,000	53,634
Total				53,634

Source: Birdseye Planning Group, *Air Quality/Greenhouse Gas and Energy Calculation Memorandum*; May 31, 2021.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact: The proposed project would be required to comply with the California Air Resources Board emission requirements for construction equipment, which includes measures to reduce fuel consumption, such as imposing limits on idling and requiring older engines and equipment to be repowered or replaced, which helps reduce energy commitments during construction. The proposed project would also be required to adhere to the provisions of the 2013 California Green Building Standards Code, which establishes planning and design standards, energy efficiency (in excess of the California Energy Code requirements), water conservation, and material conservation. With compliance with State efficiency requirements, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.7 Geology and Soils

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact: According to the California Geological Survey, there are no Alquist-Priolo Earthquake Faults within the project area. Therefore, there would be no potential for ground rupture impacts.

2) Strong seismic ground shaking?

Less Than Significant Impact: The City of Manhattan Beach lies above the Compton Thrust Fault and is within the vicinity of numerous regional earthquake faults in the Los Angeles Basin. In the event a moderate to large earthquake occurs along one of these faults, the project area could have the potential for periodic shaking, possibly of considerable intensity. The risk for seismic shaking impacts within the project area would be similar other areas in the Southern California region. The proposed project does not involve the construction of any habitable structures that would increase the risk of injury or loss of property from seismic shaking impacts. The proposed sewer lift station and force main pipelines would be designed to meet the most recent seismic standards of the California Building Code to withstand anticipated

ground shaking caused by an earthquake within an acceptable level of risk. With compliance of the California Building Code Seismic Safety Standards, potential seismic shaking impacts would be less than significant.

3) Seismic-related ground failure, including liquefaction?

No Impact: According to the California Geological Survey and the City of Manhattan Beach General Plan, the project area is not within a liquefaction hazard zone. Therefore, there would be no potential for liquefaction hazards.

4) Landslides?

No Impact: According to the California Department of Conservation, California Geological Survey, and the City of Manhattan Beach General Plan, the project area is not within the vicinity of any existing or historic landslide deposits and would not be subject to landslide risks.

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

Less Than Significant Impact: Implementation of the proposed project would involve excavation that would expose soils. The exposed soils could be subject to erosion impacts caused by water and wind. Additionally, construction equipment and vehicles could indirectly transport sediment to offsite locations. According to the State Water Resources Control Board (SWRCB) Order 2009-009-DWQ, construction projects which disturb one or more acres of soil would be required to obtain coverage under a General Construction Permit by the SWRCB. The earthwork activities for the proposed project would not disturb more than one acre and would not be required to obtain a General Construction Permit. The construction activities for the project would be required to comply with the City of Manhattan Beach Municipal Code Section 5.84 Stormwater and Urban Runoff Pollution Control, which requires that Best Management Practices (BMP) be implemented to reduce pollutants in storm water discharges to the maximum extent practicable, including minimizing soil erosion and sediment transport. Such measures could include, sandbagging, straw waddle, silt fencing, rumble racks and wheel washers or other measures that reduce surface water runoff and sediment transport. With compliance with the Municipal Code Stormwater and Urban Runoff Pollution Control Ordinance, potential erosion impacts would be less than significant.

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?

Less Than Significant Impact: The project area is not within a liquefaction area, landslide hazard or an area subject to subsidence. The primary geologic concern at the project area would be potential seismic shaking impacts. The proposed sewer lift station and force main pipelines would be designed to meet the most recent seismic standards of the California Building Code to withstand anticipated ground shaking caused by an earthquake within an acceptable level of risk. With compliance of the California Building Code Seismic Safety Standards, potential seismic shaking impacts would be less than significant.

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

Less Than Significant Impact: The proposed sewer lift station and force main pipeline would be designed and constructed to comply with the California Building Code requirements and applicable local building codes and regulations to ensure that the project site is geologically stable.

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

No Impact: The proposed project does not propose septic tanks or alternative wastewater disposal systems.

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

Less Than Significant Impact: The Natural History Museum of Los Angeles County (NHMLAC) completed a Vertebrate Paleontology Records Search for the project area on May 28, 2021. The record search determined that no paleontological resources were recorded within the project area. However, according to the NHMLAC, fossils have been found and recorded in similar sedimentary deposits located within a 2-mile to 5-mile range of the project area in depths between 3 feet and 40 feet. The proposed pipeline excavations are anticipated to occur in depths between 5 feet and 18 feet. The proposed wet well would be excavated at depths to 20 feet. As indicated, there are no records indicating that there are known paleontological resources in the project area, and it is anticipated that it would be very unlikely that paleontological resources would be encountered. In the unlikely event paleontological resources are encountered, the proposed project includes a Project Design Feature which requires the halting of ground-disturbing activities in the event unknown paleontological or archaeological resources are encountered. With the compliance of PDF-PALEO-1, potential adverse impacts to unknown paleontological resources would be less than significant.

4.8 Greenhouse Gas Emissions

The following analysis is based on the greenhouse analysis contained in the Air Quality/Greenhouse Gas and Energy Calculation Memorandum prepared by Birdseye Planning Group on May 31, 2021. The Technical Memorandum evaluates greenhouse gas (GHG) impacts associated with three construction projects: Voorhees Lift Station, Poinsettia Lift Station and Pacific Gravity/Lift Station Removal. The mix of construction activities for each project is similar. The greenhouse gas analysis identified the highest greenhouse emissions generated from all three construction projects to measure if greenhouse gas impacts would be significant. The analysis identified that none of the construction phases for any of the three projects would result in significant greenhouse gas emission impacts. The Technical Memorandum is presented in its entirety in Appendix A.

REGULATORY FRAMEWORK

Pursuant to the requirements of SB 97, the Resources Agency has adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted CEQA Guidelines provide general regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents but contain no suggested thresholds of significance for GHG emissions.

Instead, lead agencies are given the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. The SCAQMD threshold, which was adopted in December 2008, considers emissions of over 10,000 metric tons CO_2E/year to be significant. However, the SCAQMD's threshold applies only to stationary sources and is expressly intended to apply only when the SCAQMD is the CEQA lead agency. Although not formally adopted, the SCAQMD has developed a draft quantitative threshold for all land use types of 3,000 metric tons CO_2E/year (SCAQMD, September 2010). The City of Manhattan Beach adopted a Climate Action Plan (CAP) in April 2010. No project-specific annual GHG emission threshold was identified nor were measures related to reducing construction emissions included in the CAP. Thus, for the purpose of determining the significance of GHG impacts, a threshold of 3,000 metric tons of annual emissions is the threshold used herein.

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

Less Than Significant Impact: Construction of the proposed project would generate temporary GHG emissions primarily associated with the operation of construction equipment and truck and worker trips. Daily GHG emissions were multiplied by 292, the estimated number of days required for construction of each project. Air districts such as the SCAQMD have recommended amortizing construction-related emissions over a 30-year period to calculate annual emissions. Construction would generate approximately 642 metric tons of CO_2E over the 292-day construction cycle. Amortized over 30 years, annual GHG emissions would be 21.4 metric tons. Estimated GHG emissions would not exceed the SCAQMD 3,000 Metric Tons annual recommended threshold. Therefore, impacts from GHG emissions would be less than significant in the absence of specific federal, state, or local thresholds.

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

No Impact: The City of Manhattan Beach has an approved Climate Action Plan that was adopted in 2010. The City's Climate Action Plan identifies long-term goals, programs and policies for future development. The Plan contains a number of policies which support a "greener" Manhattan Beach and reducing greenhouse gas emissions. These include:

- Implementing construction and demolition programs that require enhanced recycling efforts.
- Implementing storm drain programs to protect our ocean and coastal beaches.
- Using reclaimed water to irrigate many of our green spaces.
- Encouraging maximum recycling in all sectors of the community, including residential, commercial, industrial, institutional, and construction.
- Purchasing more recycled and environmentally friendly products.
- Purchasing alternative fuel, hybrid, and gas efficient vehicles when possible.
- Installing energy and water saving devices in City buildings where possible.

The purpose of the Climate Action Plan is to define the City of Manhattan Beach's long-term vision to reduce greenhouse gas emissions. The proposed project would not conflict with the City's long-term goals and policies to reduce greenhouse gas emissions.

4.9 Hazards and Hazardous Materials

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

Less Than Significant Impact: Title 22 of the California Code of Regulations (CCR), Division 4.5, Chapter 11, Article 3 classifies hazardous materials into the following four categories based on their properties: toxic (causes human health effects), ignitable (has the ability to burn), corrosive (causes severe burns or damage to materials), and reactive (causes explosions or generates toxic gases).

The long-term operation of the sewer lift station would not involve the routine transportation, disposal or emission of hazardous materials or waste. Therefore, the implementation of the proposed project would not result in the long-term exposure of hazardous materials to the public or the environment. Construction operations associated with the proposed project would involve the handling of incidental amounts of hazardous materials, such as fuels, oils, and solvents. The construction would be required to comply with local, state, and federal laws and regulations regarding the handling and storage of hazardous materials. Additionally, Best Management Practices would be implemented during construction that would include hazardous material spill prevention and management practices to minimize the accidental release of hazardous substances into the environment. Compliance with local, state, and federal laws and regulations regarding the handling and storage of hazardous material would reduce potential hazardous material impacts to the public to less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact: To minimize the inadvertent release of hazardous materials into the environment, the proposed project would be required to comply with local, state, and federal laws and regulations. Additionally, Best Management Practices would be implemented that would include hazardous material spill prevention and cleanup. Compliance with local, state, and federal laws and regulations in conjunction with implementation of Best Management Practices, would reduce the potential inadvertent 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?

Less Than Significant Impact: The closest school site to the project would be a pre-school located along Poinsettia Street where the proposed sewer lift station would be constructed. As indicated previously, the construction and operation of the proposed project would not emit hazardous emissions or handle hazardous materials where they would pose a threat to public safety. The project includes Project Design Feature PDF-LU-1, which requires construction activities along the frontage of the school to be avoided to the extent possible when it is in session. Additionally, the project would be required to comply with local, state, and federal regulations to protect inadvertent release of hazardous materials. With compliance with local, state, and federal regulations regarding the handlings of hazardous substances, the potential impact would be less than significant.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

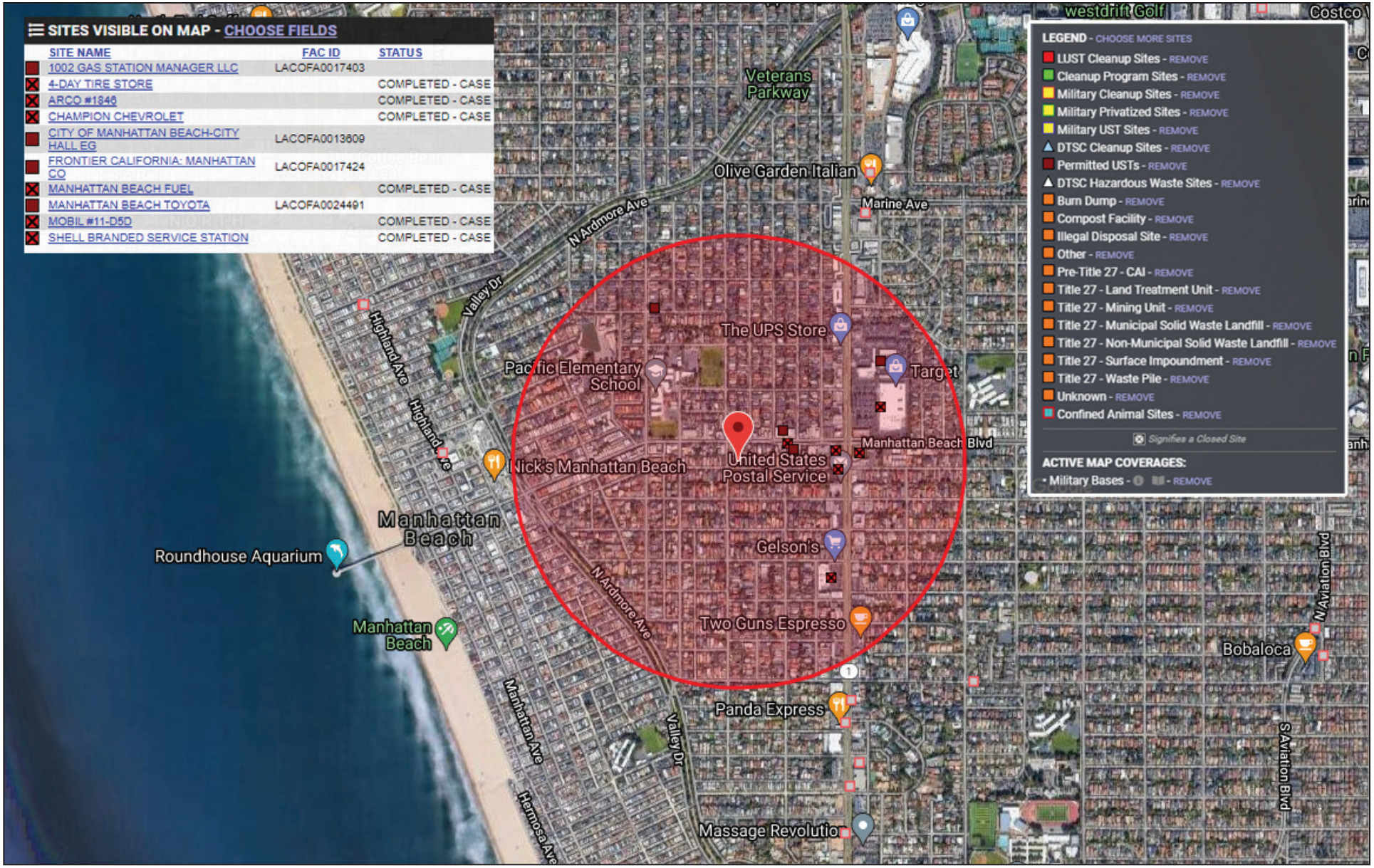
Less Than Significant Impact: A State Water Resources Control Board GeoTracker search was conducted to identify any Recognized Environmental Conditions (RECs) within the vicinity of the project site; refer to Figure 4.9-1, *GeoTracker 2,000 Feet Radius Search*. GeoTracker maintains files related to Underground Storage Tank (UST) facilities, Leaking Underground Storage Tanks (LUSTs), site clean-ups, disposal sites, wells, and information related to hazardous materials and/or waste. Based on the output of the GeoTracker database, there are no hazardous cleanup sites within the project area. Six LUST sites were identified within the vicinity ranging from approximately 600 to 1,700 feet away from the project area, as seen in Table 4.9-1, *Completed LUST Clean Up Sites*. All six of the LUST sites listed have been completed and their cases have been closed. There are no Department of Toxic Substances Control (DTSC) Cleanup Sites or Hazardous Waste Sites near the project site. Additionally, four permitted USTs are within the vicinity of the project site ranging from 600 to 2,000 feet from the project site. Based on the fact that there are no known hazardous sites or no ongoing cleanup activities occurring within the project area that would pose a hazardous risk, the construction and operation of the proposed project would not create a significant hazard to the public, or the environment and potential impacts would be less than significant.

Table 4.9-1
Completed LUST Clean Up Sites

Site Name	Global ID	Site Type	Status	Potential Contaminant of Concern
4-Day Tire Store	T0603704348	LUST Cleanup Site	Completed - Case Closed as of 6/13/1994	Gasoline
ARCO #1846	T0603703911	LUST Cleanup Site	Completed - Case Closed as of 1/23/1997	Gasoline
Champion Chevrolet	T0603703477	LUST Cleanup Site	Completed - Case Closed as of 10/4/1996	Gasoline
Manhattan Beach Fuel	T10000012701	LUST Cleanup Site	Completed - Case Closed as of 6/15/2020	Total Petroleum Hydrocarbons
Mobil #11-D5D	T0603703389	LUST Cleanup Site	Completed - Case Closed as of 8/6/2001	Gasoline
Shell Branded Service Station	T0603703383	LUST Cleanup Site	Completed - Case Closed as of 2/3/2010	Gasoline

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact: Los Angeles International Airport (LAX) is located four miles north of Manhattan Beach, and Hawthorne Municipal Airport lies approximately seven miles northeast of the City. The City of Manhattan Beach is not located within any Airport Influence Area, as defined by the State of California. Therefore, the project area would not be subject to aircraft safety hazards or excessive aircraft noise.



Source: State of California, State Water Resources Control Board GeoTracker; June 2021.

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GeoTracker 2,000 Feet Radius Search

VCS Environmental

Figure 4.9-1

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact: The City has identified ten roadways to be used by the public as emergency evacuation routes: Sepulveda Boulevard, Rosecrans Avenue, Highland Avenue, Valley Drive, Ardmore Avenue, Aviation Boulevard, Artesia Boulevard, 2nd Street, Manhattan Beach Boulevard and Marine Avenue. The proposed project would involve construction activities along a short segment of Manhattan Beach Boulevard. The proposed construction activities could temporarily reduce the amount of travel lanes within the project area. Project Design Feature PDF-T-2 has been included in the event there are temporary traffic lane closures, and traffic management controls would be implemented to ensure emergency access would be maintained at all times during construction. With implementation of PDF-T-2, potential conflicts with emergency planning would be less than significant.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact: According to the California Department of Forestry and Fire Protection, the project area is not within a Wildland Fire Hazard Area. Thus, implementation of the proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Therefore, no indirect fire hazard impacts are anticipated.

4.10 Hydrology and Water Quality

REGULATORY FRAMEWORK

The City of Manhattan Beach is within the Dominguez Channel Watershed and the Santa Monica Bay Watershed. The primary receiving water body would be the Pacific Ocean coastal waters. The Los Angeles Region Basin Plan (Basin Plan) designates beneficial uses for Manhattan Beach coastal waters. The beneficial uses in the Basin Plan are described in Table 4.10-1, *Beneficial Use Descriptions*.

Table 4.10-1
Beneficial Use Descriptions

Abbreviation	Existing (E) Potential (P)	Beneficial Use
REC 1	E	Water Contact Recreation waters are used for recreational activities involving body contact with water where ingestion of water is reasonably possible. These uses may include, but are not limited to swimming, wading, water skiing, skin and scuba diving, surfing, whitewater activities, fishing and use of natural hot springs.
REC 2	E	Non-Contact Water Recreation waters are used for recreational activities involving proximity to water, but not normally body contact with water where ingestion of water would be reasonably possible. These uses may include, but are not limited to picnicking, sunbathing, hiking, beachcombing, camping, boating, tide pool and marine life study, hunting, sightseeing and aesthetic enjoyment in-conjunction with the above activities.
WILD	E	Wildlife Habitat waters support wildlife habitats that may include but are not limited to the preservation and enhancement of vegetation and prey species used by waterfowl and other wildlife.
RARE	E	Rare, Threatened or Endangered Species (RARE) waters support habitats necessary for the survival and successful maintenance of plant or animal species designated under state or federal law as rare, threatened or endangered.

Abbreviation	Existing (E) Potential (P)	Beneficial Use
NAV	E	Navigation waters are used for shipping, travel, or other transportation by private, commercial or military vessels.
COMM	E	Commercial and Sportfishing waters are used for commercial or recreational collection of fish or other organisms.
MAR	E	Use of water that support marine ecosystems including, but not limited to, preservation or enhancement of marine habitats, vegetation such as kelp, fish, shellfish or wildlife.
MIGR	E	Uses of water that support habitats necessary for migration, acclimatization between fresh and saltwater, or other temporary activities by aquatic organisms, such as anadromous fish.
SPWN	P	Use of water that support high quality aquatic habitats suitable for reproduction and early development of fish.
SHELL	E	Use of water that support habitats suitable for the collection of filter-feeding shellfish for human consumption, commercial or sports purposes.

Source: California Water Boards, *Water Quality Control Plan for the Los Angeles Region Basin*.

Section 303(D) Water Bodies

Under Section 303(d) of the Clean Water Act, the California State Water Resources Control Board (SWRCB) is required to develop a list of impaired water bodies. Each of the individual Regional Water Quality Control Boards (RWQCBs) are responsible for establishing priority rankings and developing action plans, referred to as total maximum daily loads (TMDLs), to improve water quality of water bodies included in the 303(d) list. There are no water bodies in the project area that would drain into the State list of Section 303 (D) impaired water bodies.

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact: As shown in Table 4.10-1, the Basin Plan identifies Beneficial Uses for Manhattan Beach Coastal Waters. There are no listed 303(d) water bodies in the project area. The following analysis evaluates if the proposed project would conflict with beneficial uses established in the Basin Plan.

The long-term operation of the proposed project would not generate surface water runoff that would contain pollutants that could conflict with project area surface water beneficial use.

During construction, there would be the potential that degraded surface water runoff could be generated from the construction site and conveyed into local drainage facilities, which could conflict with beneficial uses established for the receiving coastal waters. Depending on the constituents in the surface water, the water quality of surface water bodies and downstream surface water bodies could be reduced. The construction activities for the project would be required to comply with the City of Manhattan Beach Municipal Code Section 5.84 Stormwater and Urban Runoff Pollution Control, which requires that Best Management Practices (BMP) be implemented to reducing pollutants in storm water discharges to the maximum extent practicable, including minimizing soil erosion and sediment transport. Such measures could include sandbagging, straw waddle, silt fencing, rumble racks and wheel washers or other measures that reduce surface water runoff and sediment transport. With compliance of the Municipal Code Stormwater and Urban Runoff Pollution Control Ordinance, potential erosion impacts would be less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact: The proposed project would not involve the extraction of groundwater or involve any activities that would interfere with groundwater recharge activities.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

1) Result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact: Construction operations for the proposed project would involve excavation and grading activities that would expose soils. The exposed soils could be subject to erosion impacts caused by water and wind. The construction activities for the project would be required to comply with the City of Manhattan Beach Municipal Code Section 5.84 Stormwater and Urban Runoff Pollution Control, which requires that Best Management Practices (BMPs) be implemented to reduce pollutants in storm water discharges to the maximum extent practicable, including minimizing soil erosion and sediment transport. Such measures could include sandbagging, straw waddle, silt fencing, rumble racks and wheel washers or other measures that reduce surface water runoff and sediment transport. With compliance of the Municipal Code Stormwater and Urban Runoff Pollution Control Ordinance, potential erosion impacts would be less than significant.

2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

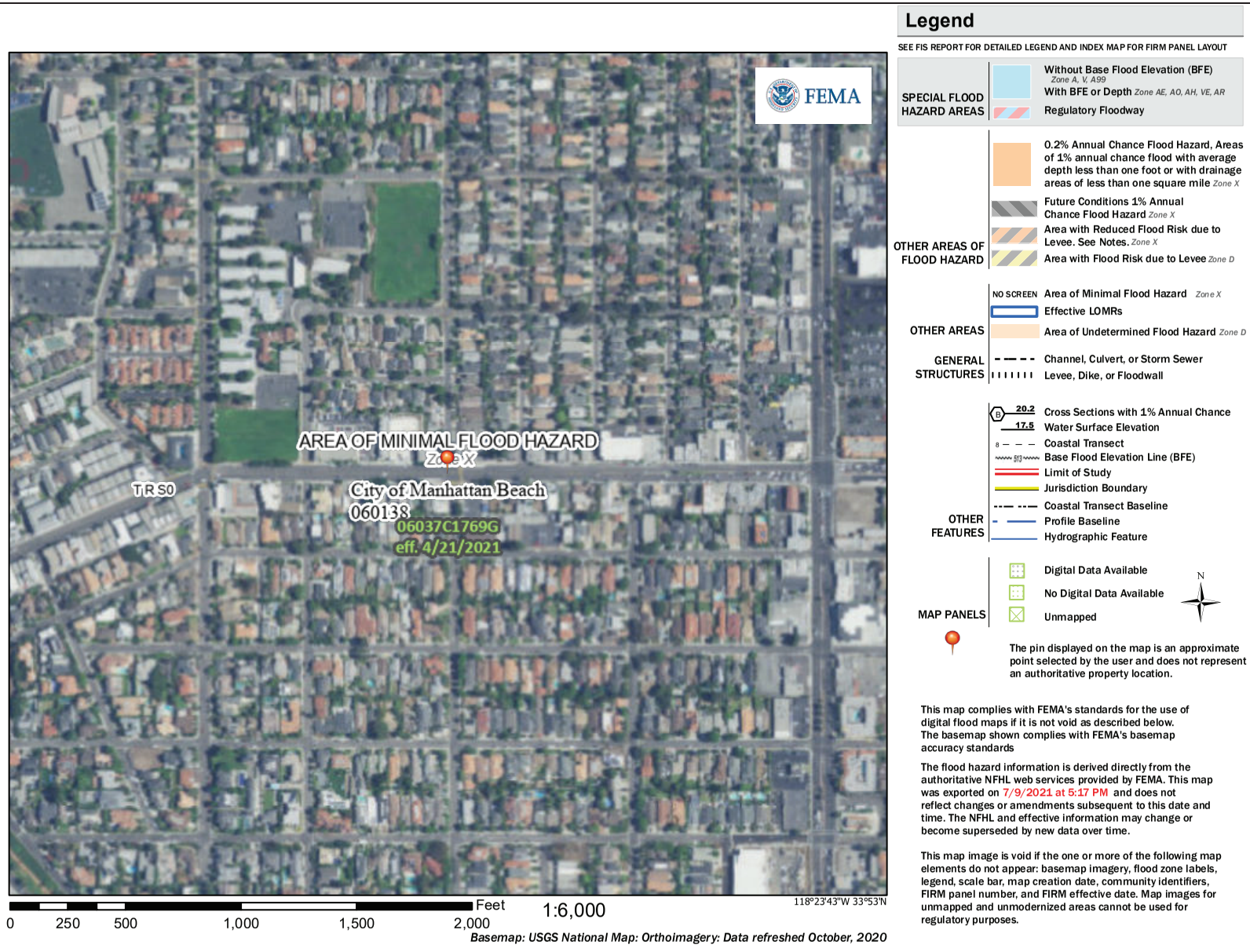
No Impact: The proposed project would not increase the overall amounts of impervious surfaces within the project area. Therefore, existing rates of surface water runoff would not increase over the current condition and would not cause onsite or offsite flooding.

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

Less Than Significant Impact: The proposed project would not increase the overall amounts of impervious surfaces within the project area or alter the pre-project drainage patterns. Existing rates of surface water runoff would not increase over the current condition and would not have any impact on the capacity of existing storm water management facilities.

4) Impede or redirect flood flows?

No Impact: According to the Flood Insurance Rate Map, the project area is located in Zone X, areas between the limits of the base flood and the 0.2-percent-annual-chance (or 500-year) flood; refer to Figure 4.10-1, *National Flood Hazard Map*. Implementation of the project would not change existing drainages or impede or redirect flood flows.



Source: Federal Emergency Management Agency (FEMA); July 9, 2021.

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National Flood Hazard Map

VCS Environmental

Figure 4.10-1

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact: The project area is not located in a high-risk area for potential inundation from any stored water body or within a tsunami run-up area that would increase the risk for the release of pollutants. Potential impacts associated with the release of pollutants from a flood hazard would be less than significant.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact: Implementation of the proposed project would not conflict with the Los Angeles Region Basin Plan beneficial uses, established for receiving water bodies for the project and would not further impair existing impaired water bodies. Implementation of the proposed project would not involve any activities that would reduce underground water supplies or that would affect the sustainability of groundwater supplies or conflict with sustainable groundwater management plans.

4.11 Land Use and Planning

a) Physically divide an established community?

Less Than Significant Impact: The proposed sewer lift station and force main pipeline would be constructed and operated underground. The long-term presence of the facilities would not divide any established communities or result in any long-term land use incompatibilities. For public safety, the project could require the temporary detouring of residents from the construction area. The project includes Project Design Feature PDF-LU-1, which requires avoidance of construction activities to the extent possible along the frontage of schools when in session. Additionally, Project Design Feature PDF-T-2 requires the implementation of traffic control or detouring plans to ensure vehicle and pedestrian safety and Project Design Feature PDF-N-4, which requires residents of the project area be notified of upcoming construction activities. The construction operations would be short-term and once construction activities are completed, the project area would be returned to its pre-project condition. With the incorporation of PDF-LU-1, PDF-T-2 and PDF-N-4, short-term construction impacts would be less than significant.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact: The relevant land use planning program for the proposed project would be the City of Manhattan Beach General Plan Infrastructure Element. The General Plan identifies the following goals and policies to support the proposed project:

Goal I-8: Maintain a sewage system adequate to protect the health and safety of all Manhattan Beach residents and businesses.

Policy I-8.1: Evaluate the sewage disposal system periodically to ensure its adequacy to meet changes in demand and changes in types of waste.

The proposed project would be consistent with the City's Infrastructure Element, in that the project would increase operation redundancy and reliability which would meet current and projected

demands for wastewater service and provide health and safety to residents. No adverse impacts would occur regarding potential conflicts with the City's General Plan Infrastructure Element.

4.12 Mineral Resources

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact: According to the City of Manhattan Beach General Plan, there are no commercially viable sand and gravel resources in the City. Therefore, implementation of the proposed project would not result in the loss of a mineral resource that would have value to 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?

No Impact: The City of Manhattan Beach General Plan does not identify any locally important mineral resource recovery sites in the City. Therefore, no impacts to locally important mineral resource recovery sites would be associated with implementation of the proposed project.

4.13 Noise

The following analysis is based on a Noise Memorandum prepared by Birdseye Planning Group on May 31, 2021. The Technical Memorandum evaluates noise impacts associated with three construction projects: Voorhees Lift Station, Poinsettia Lift Station and Pacific Gravity Lift Station. The mix of construction activities for each project is similar. The Technical Memorandum is presented in its entirety in Appendix C.

REGULATORY FRAMEWORK

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while arterial streets are in the 50-60+ dBA range. In general, a three dBA change in community noise levels is noticeable, while a one to two dBA change is generally not perceived.

Noise levels typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from the point sources (i.e., industrial machinery). Additionally, 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 approximately 7 dBA. The manner in which older homes in California were constructed (approximately 30 years old or older) generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units and office buildings constructed to California Energy Code standards is generally 30 dBA or more (Harris, Miller, Miller and Hanson, 2006).

CITY OF MANHATTAN BEACH NOISE ORDINANCE

Noise standards are provided in Section 5.48 of the City of Manhattan Beach Municipal Code. Per Chapter 5.48.160 (Table 1), exterior noise limits for single-family residential properties are 45 A-weighted decibels (dBA) between 10:00 PM and 7:00 AM and 50 dBA between 7:00 AM and 10:00 PM. The exterior noise standard which may not be exceeded for a cumulative period of more than thirty (30) minutes in any hour is the L50. The L50 is a statistical descriptor of the sound level exceeded for

50 percent of the measurement period. If the thirty (30) minute per hour ambient level (L50) exceeds the standard, then the ambient L50 becomes the exterior noise standard which may not be exceeded for a cumulative period of more than thirty (30) minutes in any hour.

In accordance with the City's Municipal Code Noise Ordinance Section 9.44.010, construction noise is exempt from the noise ordinance provisions provided it occurs only between 7:30 AM to 6:00 PM on weekdays, and between 9:00 AM to 6:00 PM on Saturdays. Construction on Sundays or on City-recognized holidays is prohibited.

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact: The project would generate short-term construction noise impacts. The main sources of noise during construction activities would include heavy machinery used during site preparation (i.e., removing existing pavement and subgrade), as well as equipment used for placing shoring structures, new pipeline segments, subgrade material and repaving the construction area. Table 4.13-1, *Typical Construction Equipment Noise Levels*, shows the typical noise levels associated with heavy construction equipment that could potentially be involved with the project. As shown in Table 4.13-1, the average noise levels associated with the use of heavy equipment at construction sites could range from about 81 dBA to 95 dBA at 25 feet from the source, depending upon the types of equipment in operation at any given time and phase of construction. Noise-sensitive in the project area include schools and single-family residences located along the roadways affected by construction of the new sewer infrastructure. It is assumed site preparation, trenching, backfill placement and paving work would require the use of heavy equipment. Equipment would also be required to deliver materials to the project site and work areas.

Table 4.13-1
Typical Construction Equipment Noise Levels

Equipment Onsite	Typical Level (dBA) 25 Feet from the Source	Typical Level (dBA) 50 Feet from the Source	Typical Level (dBA) 100 Feet from the Source
Air Compressor	84	78	64
Backhoe	84	78	64
Bobcat Tractor	84	78	64
Concrete Mixer	85	79	73
Bulldozer	88	82	76
Jack Hammer	95	89	83
Pavement Roller	86	80	74
Street Sweeper	88	82	76
Man Lift	81	75	69
Dump Truck	82	76	70
Compactor	88	82	76
Grader	91	85	79
Paver	95	89	83
Loader	91	85	79
Scarifier	89	83	77
Source: Birdseye Planning Group, *Manhattan Beach Sewer Project Construction Noise Memorandum*; May 31, 2021.			

Based on EPA noise emissions, empirical data and the amount of equipment needed for construction of the proposed project, the worst-case noise levels from the construction equipment would occur during site preparation/grading and related activities. The anticipated equipment that would be used would include trucks, bobcat tractors, an excavator, paving machine, roller compactor and other common types of equipment. For the purpose of estimating noise levels, if during construction, a backhoe (78 dBA) and a dump truck (76 dBA) were working simultaneously in one area over an 8-hour workday, the 8-hour Leq would be approximately 80 dBA at 50 feet. Cumulative noise levels at 25 feet would be approximately 86.1 dBA. Construction noise would exceed the City's exterior daytime level of 50 dBA and would be audible at areas adjacent to the construction area throughout the workday. The project includes Project Design Feature PDF-N-1, which requires the project to comply with the City's noise ordinance which limits construction activity between 7:30 AM to 6:00 PM on weekdays, and between 9:00 AM to 6:00 PM on Saturdays. Construction on Sundays or on City-recognized holidays is prohibited. Additionally, to further reduce noise impacts on sensitive receptors, the project has incorporated Project Design Features PDF-N-2, PDF-N-3, and PDF-N-4 into the construction activities.

Construction noise occurring within the hours defined by the City of Manhattan Beach Municipal Code would be exempt from noise regulations and standards. Additionally, implementation of PDF-N-1, PDF-N-2, PDF-N-3, and PDF-N-4 would further reduce temporary construction noise levels. With compliance with the City's Noise Ordinance, construction noise impacts would be less than significant.

Typically, the only continuous noise generated by the sewer lift stations would be the operation of the pumps. However, these pumps would be submerged within wet wells approximately 20 feet below the ground surface. Thus, the operation of the lift station would not be audible outside. No long-term adverse noise impacts would occur.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact: Vibration is a unique form of noise as the energy is transmitted through buildings, structures and the ground, whereas audible noise energy is transmitted through the air. Thus, vibration is generally felt rather than heard. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB). The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels.

There are several different methods that are used to quantify vibration amplitude such as the maximum instantaneous peak in the vibrations velocity, which is known as the peak particle velocity (PPV). Presently, there is not a local threshold that quantifies the level at which excessive groundborne vibration occurs.

The California Department of Transportation (Caltrans) issued the *Transportation- and Construction-Induced Vibration Guidance Manual* in 2004. Thresholds are established for vibration, which found that the human response becomes distinctly perceptible at 0.25 inch per second PPV. The manual identifies that potential damage could occur at the 1.0 inch per second PPV threshold to residential structures and the 2.0 inch per second PPV threshold for potential damage to industrial and commercial structures. Construction activities can result in varying degrees of ground vibration, depending on the equipment used on the site. Table 4.13-2, *Vibration Source Levels for Construction Equipment*, gives approximate vibration levels for different types of pieces of construction equipment.

Table 4.13-2
Vibration Source Levels for Construction Equipment

Equipment	Peak Particle Velocity (inches/second) at 25 feet
Grader	0.089
Large bulldozer	0.089
Drill Rig	0.089
Loaded trucks	0.076
Jackhammer	0.035
Small bulldozer	0.003
Source: Federal Transit Authority.	

A large dozer was assumed as a worst-case piece of equipment that would be utilized during construction. As shown in Table 4.13-2, the vibration level was 0.089 inch per second PPV at 25 feet. The nearest offsite receptor is approximately 80-feet from the construction activities. The vibration level at the nearest offsite receptor would be below the 0.25 inch per second PPV threshold, below the human perception threshold and would be well below the threshold for structural damage. Therefore, a less than significant ground-borne vibration impact would occur from construction.

OPERATIONAL VIBRATION IMPACTS

The only potential source for operational vibration impacts would be from the sewer lift station. As described previously, the lift station pumps would be submerged within wet wells approximately 20 feet below the ground surface. Operation vibration impacts would be less than significant.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing, or working in the project area to excessive noise levels?

No Impact: The project area site is not within an airport influence area and not included with an airport land use compatibility plan that identifies elevated levels of aircraft noise impacts. Therefore, the project area would not be subject to excessive noise levels from overhead aircraft.

4.14 Population and Housing

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact: The proposed project involves replacement of the Poinsettia Lift Station and construction of a new sewer force main to increase operation redundancy and reliability of an existing sewer facility in the City. The proposed improvements would support existing population levels and planned population growth in the City. The project would not extend infrastructure into any undeveloped areas that would facilitate growth beyond the level of growth projected in the City of Manhattan Beach General Plan. The project would not generate any permanent employment opportunities that would generate additional housing demands. The construction of the proposed project would generate short-

term construction employment opportunities within the project area that would most likely be filled from the local area and would not generate the need for new housing, public services, or commercial commerce. Therefore, no adverse population impacts would occur.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact: Implementation of the proposed project would not involve any full, partial, or temporary property acquisitions that would involve residential properties that would require the need for replacement housing. Implementation of the proposed project would not displace any housing. Therefore, no replacement housing would be needed, and no impacts would occur.

4.15 Public Services

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

Less Than Significant Impact: The proposed project would be operated and maintained by the City of Manhattan Beach and would not increase the demand for public services over the current level of demand and would not require the construction of any new governmental facilities.

4.16 Recreation

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact: The proposed project does not propose any new residential uses that would increase the use of existing parks or recreational facilities. Therefore, no impacts to existing recreation facilities and parks would be associated with implementation of the proposed project.

b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact: The proposed project involves the replacement of the Poinsettia Lift Station and construction of a new sewer force main. The project would not increase populations that would require the construction of new recreation facilities or the expansion of existing recreation facilities.

4.17 Transportation

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact: The operation of the proposed project would not generate any long-term traffic trips. Therefore, no long-term adverse traffic impacts would occur that would conflict with

programs, ordinances or policies evaluating circulation systems within the City. The construction operations for the proposed project would involve the mobilization and demobilization of construction equipment which, if occurred during peak traffic periods, could result in short-term adverse traffic congestion impacts along some roadway segments and intersections within the project area's circulation system. To avoid potential short-term traffic congestion impacts, the project includes Project Design Feature PDF-T-1 which limits construction equipment mobilization and demobilization activities during non-peak traffic periods. With implementation of PDF-T-1, potential construction traffic conflicts would be less than significant.

b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

No Impact: Section 15064.3 of the CEQA Guidelines describes specific considerations for evaluating a project's transportation impacts. Lead Agencies are required to adopt Vehicle Miles Traveled (VMT) as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. The proposed project involves the replacement of the Poinsettia Lift Station and construction of a new sewer force main. The proposed improvements would not induce additional VMT within the project area. Because there would be no substantial or measurable increase in VMT over the current condition, the proposed project would not conflict with Section 15064.3 of the CEQA Guidelines.

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

Less Than Significant Impact: The proposed project involves the rehabilitation of the Poinsettia Lift Station and construction of a new sewer force main. The long-term operation of the proposed project would not increase hazards for motorists.

The construction activities for the proposed project would result in temporary impacts to existing roadways and would require the mobilization and demobilization of construction equipment and the operation of heavy construction equipment within the project area. To avoid conflicts with motorists and pedestrians when construction activities begin, the project would implement Project Design Feature PDF-T-2, which requires preparation of traffic controls and/or detour plans to ensure safe vehicle and pedestrian circulation within the project area. With the implementation of PDF-T-2, potential traffic hazards associated with the proposed project construction activities would be less than significant.

d) Result in inadequate emergency access?

Less Than Significant Impact: The proposed project involves the replacement of the Poinsettia Lift Station and construction of a new sewer force main. The long-term operation of the proposed project would not have any impact on emergency access. During construction, there could be temporary lane closures and traffic detouring which could affect emergency access within the project area. Project Design Feature PDF-T-2 requires traffic controls and/or detour plans be implemented to ensure adequate emergency access would be maintained at all times. With implementation of PDF-T-2, potential emergency access impacts would be less than significant.

4.18 Tribal Cultural Resources

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

1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

Less Than Significant Impact: The project area is located within an urbanized area and surrounded by developed land uses. The records search review identified that there were no listed historical properties within the project area. Therefore, the project would not impact any properties that are listed or are eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in the Public Resources Code Section 50201(k).

2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact: The project area is currently built out. The records search and sacred lands search did not identify known tribal resources within the project area. However, because cultural resources have been recorded in the project area vicinity, there is the potential that unknown and unrecorded cultural resources could be present in the subsurface and could be uncovered during construction activities. The project includes Project Design Feature PDF-CR-1 which requires in the event any evidence of cultural resources is discovered, all work within the vicinity of the find should stop until a qualified archaeological consultant can assess the find and make recommendations. Additionally, if human remains are encountered during excavation activities, all work shall halt in the vicinity of the remains and the County Coroner shall be notified in accordance with California Public Resources Code, Section 5097.98. The Coroner will determine whether the remains are of forensic interest. If the Coroner, with the aid of a qualified archaeologist, determines that the remains are prehistoric, the Coroner would contact the Native American Heritage Commission (NAHC). With the implementation of PDF-CR-1 and compliance with California Public Resources Code, Section 5097.98, potential impacts to unknown Native American tribal resources would be less than significant.

4.19 Utilities and Service Systems

a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact: The proposed project involves the replacement of the Poinsettia Lift Station and construction of a new sewer force main. As identified in this Pre-Screening Initial Study, with incorporation of the Project Design Features, potentially significant impacts to the environment associated with the construction and operation of the project would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact: Implementation of the proposed project would not increase water demands above the current level of demand or result in any changes to approved land uses that effect long-term water projections and associated water demands.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact: The proposed project involves the replacement of the Poinsettia Lift Station and construction of a new sewer force main to increase operational efficiency and reliability to meet existing and projected demands for wastewater service. Implementation of the proposed project would not increase the demand for treatment capacity. Therefore, the proposed project would not have an adverse impact on the capacity of existing wastewater treatment systems.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact: The operation of the proposed project would not increase the demand for solid waste disposal, and therefore would not have any long-term impacts on the carrying capacities of landfills that would serve the project area. The construction operations for the proposed project would generate debris as well as some construction worker trash that would require solid waste disposal, which could be accommodated from existing solid waste disposal facilities. Additionally, some construction materials generated from the proposed project are anticipated to be recycled or reused to reduce solid waste generation. Therefore, the proposed project's contribution to solid waste would be considered less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact: The City of Manhattan Beach would be required to comply with state and local statutes and regulations related to solid waste. Applicable regulations include California's Integrated Waste Management Act of 1989 (AB 939) which required cities and counties throughout the state to divert 50 percent of all solid waste from landfills through source reduction, recycling, and composting; the

2008 modifications of AB 939 to reflect a per-capita requirement rather than tonnage; AB 341 which increased the statewide goal for waste diversion to 75 percent by 2020; and the California Solid Waste Reuse and Recycling Access Act (AB 1327) which requires local agencies to adopt an ordinance to set aside areas for collecting and loading recyclable materials in development projects (CalRecycle). The proposed project would produce solid waste associated with the proposed construction activities. During all stages of the construction site, the proposed project would be required to implement solid waste reduction measures to reduce the amount of waste generated, encourage reuse and/or recycling of materials to the greatest extent feasible and utilize materials made of post-consumer materials where possible. Therefore, implementation of the proposed project would not impair the attainment of solid waste reduction goals and potential impacts would be less than significant.

4.20 Wildfire

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact: The project area is situated within an urban setting. According to the California Department of Forest and Fire Protection, the City of Manhattan Beach is not identified as a high fire hazard area or near a state responsibility area. Therefore, the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact: The project area is situated within an urban setting. According to the California Department of Forest and Fire Protection, the City of Manhattan Beach is not identified as a high fire hazard area or near a state responsibility area. Therefore, the proposed project would not exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact: The project area is situated within an urban setting. According to the California Department of Forest and Fire Protection, the City of Manhattan Beach is not identified as a high fire hazard area or near a state responsibility area. Therefore, the proposed project would not exacerbate fire risk or result in temporary or ongoing impacts to the environment.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact: The project area is situated within an urban setting. According to the California Department of Forest and Fire Protection, the City of Manhattan Beach is not identified as a high fire hazard area or near a state responsibility area. Therefore, the proposed project would not expose

people or structures to significant risks, including downslope or downstream flooding or landslides, as result of runoff, post-fire slope instability, or drainage changes.

4.21 Mandatory Findings of Significance

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

Less Than Significant Impact: The project area is situated within an urbanized environment. There is not any habitat within the project area to support sensitive vegetation communities, plants, or wildlife. Therefore, implementation of the proposed project would not reduce populations of plants, wildlife, or their habitat to below self-sustaining levels.

Through coordination with the South Central Coastal Information Center, local Native American Tribes, and the California Native American Heritage Commission, it has been determined that the project is not known to contain sensitive cultural resources. Therefore, implementation of the proposed project would not result in any direct impacts known to cultural resources. However, because cultural resources have been identified within the regional area, there would be some potential, though remote, that unknown cultural resources could exist within the project area and could be encountered during construction operations. The project includes Project Design Feature PDF-CR-1, which requires a halt stop condition be implemented to avoid significant impacts to unknown cultural resources that might be encountered during construction activities.

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

Less Than Significant Impact: A cumulative impact may be significant if a project's incremental effect, though individually limited, is cumulatively considerable. Cumulatively considerable means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects and the effects of probable future projects. Cumulative impacts can occur as a result of environmental change from multiple projects that could affect the environment. Like the proposed project, current and future cumulative projects would be evaluated for potential impacts to the environment in accordance with CEQA. Where needed, measures would be implemented to reduce potential impacts. Additionally, the proposed project and current and future cumulative projects within the project area would be required to comply with local and regional planning programs, applicable codes and ordinances, State and Federal environmental laws and regulations to minimize impacts to the environment. Compliance with these programs would reduce the proposed project's incremental contributions to cumulative impacts to a less than significant level.

c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact: Potential impacts that could cause substantial adverse effects on human beings were analyzed, which included air quality, greenhouse gas emissions, geology hazards, hazardous materials, seismic hazards, hydrology/water quality, noise and wildfire. Each issue area found that there would be either no impacts, or less than significant impacts. The proposed project would comply with local and regional planning programs, applicable codes, and ordinances, State and Federal laws and regulations, and Project Design Features to ensure that long-term operation activities and short-term construction activities associated with the proposed project would not result in direct, or indirect adverse impacts to human beings.

5.0 REFERENCES

The following references were utilized during preparation of this Pre-Screening Initial Study.

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APPENDICES

APPENDIX A
Air Quality/Greenhouse Gas and Energy Calculation Memorandum

May 31, 2021

Mr. Dan Bott
VCS Environmental, Inc.
30900 Rancho Viejo Road, Suite 100
San Juan Capistrano, CA 92675

SUBJECT: Air Quality/Greenhouse Gas and Energy Calculation Memorandum for the City of Manhattan Beach Sewer Projects

Dear Mr. Bott;

Birdseye Planning Group (BPG) is pleased to submit this memorandum quantifying air and greenhouse gas emissions and energy consumption associated with the construction of improvements associated with implementation of three sewer projects in the City of Manhattan Beach. The proposed action is subject to a discretionary review process by the City of Manhattan Beach; thus, the information provided herein will support preparation of an environmental document to demonstrate California Environmental Quality Act (CEQA) compliance.

Project Description
The project action is comprised of the following components:

Pacific Avenue Gravity Line:
The existing lift station would be replaced by ~1,000′ of 12″ gravity pipe that will convey flows south along Pacific Avenue. The new gravity line will tie into the existing County sewer line that is ±70′ below the finished grade. The proposed manhole tie in location is in the Veterans Parkway (Hermosa Valley Greenbelt). This would replace the Pacific lift station if this design is selected by the City. Upon completion of the pipeline, the existing lift station will be abandoned, the top concrete lid of the vault will be removed, backfilled and repaved. All piping to and from the existing station will be capped and all equipment will be removed.

Poinsettia Lift Station
- **Wet Well Expansion**: To meet City requirements, a new wet well and dry well will be installed to the north of the existing structure. The current approximate dimension of the proposed wet well is 10′ x 6′ x 20′ deep. The proposed dry well will be 10′x15′x11′ deep. A manhole will need to be installed to redirect flow into the new wet well.

- **Force Main**: The existing force main is a 4" cast iron pipe which needs repairs. To address this issue, ~120' of 4" ductile iron force main will be installed. The proposed force main will follow the same path as the existing. A new manhole will be installed upstream of the existing force main and a new gravity pipe will type the new lift station into the existing system.

Voorhees Lift Station

- **Wet Well Expansion**: To meet City requirements, a new wet well and dry well will be installed to the north of the existing structure. The current approximate dimension of the proposed wet well is 14' x 14' x 20' deep. An emergency generator will be located above the wet well expansion. The existing structure would be repurposed as a dry vault.

- **Force Main**: The existing force main is a 6" cast iron pipe which needs repairs. To address this issue ~1,300' of 6" ductile iron force main will be installed. The proposed force main will follow travel up Rowell Avenue, make a right on 2nd Street, before entering the existing sewer.

Emissions associated with these improvements are temporary and would occur only during construction. The following provides daily air emission calculations, amortized greenhouse gas emissions over an assumed 9-month construction period (assumed consecutive construction of the three projects) as well as an estimation of fossil fuel consumption for workers and heavy equipment during the construction period.

Daily Construction Air Emissions

This air quality analysis conforms to the methodologies recommended in the SCAQMD's *CEQA Air Quality Handbook* (1993). The handbook includes thresholds for emissions associated with project construction. All emissions were calculated using the California Emissions Estimator Model (CalEEMod) software version 2016.3.2.

Construction activities such as clearing, grading and excavation would generate diesel and dust emissions. Construction equipment that would generate criteria air pollutants includes excavators, graders, dump trucks, and loaders. It was assumed that all construction equipment used would be diesel-powered. Construction emissions associated with development of the proposed project by estimating the types of equipment (including the number) that would be used during construction of the proposed improvements. Construction emissions are analyzed using the regional thresholds established by the SCAQMD and published in the *CEQA Air Quality Handbook.* To determine whether a regional air quality impact would occur, the increase in emissions would be compared with the SCAQMD's recommended regional thresholds for operational emissions.

The project contractor estimated the type of equipment that would be used during the various phases of construction. Phase II of each project focuses on installation of the new underground infrastructure

and would require the most heavy equipment use. Thus, the following list of equipment and duration of use was modeled to estimate maximum daily emissions:

- Dump Trucks - 2 hours (assumes two dump trucks);
- Excavator - 8 hours (assumes one excavator);
- Bobcat - 8 hours (assumes one bobcat);
- Trucks - 2 hours (assumes two trucks);
- Asphalt Delivery Trucks – 1 hour (assumes two trucks);
- Paving Machine - 1 hour (assumes one paving machine); and
- Rolling Compactors - 2 hours (assumes two rolling compactors)

Regional Thresholds. Based on Appendix G of the *CEQA Guidelines*, a project would have a significant air quality impact if it would:

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 in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors);*
d) *Expose sensitive receptors to substantial pollutant concentrations; or*
e) *Create objectionable odors affecting a substantial number of people.*

The SCAQMD has developed specific quantitative thresholds that apply to projects within the South Coast Air Basin (SCAB). The following significance thresholds apply to short-term construction activities:

- *75 pounds per day of ROG*
- *100 pounds per day of NO_X*
- *550 pounds per day of CO*
- *150 pounds per day of SOx*
- *150 pounds per day of PM_{10}*
- *55 pounds per day of $PM_{2.5}$*

The project would be required to comply with SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within the South Coast Air Basin. Therefore, the following conditions, which are required to reduce fugitive dust in compliance with SCAQMD Rule 403, were included in CalEEMod for site preparation, grading and paving phases of construction.

1. **Minimization of Disturbance.** Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.
2. **Soil Treatment.** Construction contractors should treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least twice daily, preferably in the late morning and after work is done for the day.
3. **Soil Stabilization.** Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.
4. **No Grading During High Winds.** Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).
5. **Street Sweeping.** Construction contractors should sweep all on-site driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

Construction emissions modeling for site preparation, grading/installation of new infrastructure and paving is based on the overall scope of the proposed development and construction phasing which is expected to begin October 2021 and extend 9 months into mid-2022 assuming each project is constructed consecutively. It was assumed for modeling purposes that the total area disturbed daily would be no greater than one acre and the site would be watered twice daily. Table 1 summarizes the estimated maximum mitigated daily emissions.

Table 1
Estimated Maximum Mitigated Daily Construction Emissions

Construction Phase		Maximum Emissions (lbs/day)				
	ROG	NO_x	CO	SOx	PM_{10}	$PM_{2.5}$
Maximum lbs/day	*1.7*	*18.5*	*11.8*	*0.02*	*3.1*	*1.9*
SCAQMD Regional Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded	**No**	**No**	**No**	**No**	**No**	**No**

As shown in Table 1, construction of the proposed project would not exceed the SCAQMD regional thresholds. No mitigation in addition to compliance with SCAQMD Rule 403 would be required to reduce construction emissions to less than significant.

Localized Significance Thresholds. The SCAQMD has published a "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds" (South Coast Air Quality Management District 2011). CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. Construction-related emissions reported by CalEEMod are compared to the localized significance threshold lookup tables. The CalEEMod output in Appendix A shows the equipment assumed for this analysis.

LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size and distance to the sensitive receptor. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during project construction.

LSTs have been developed for emissions within areas up to five acres in size, with air pollutant modeling recommended for activity within larger areas. The SCAQMD provides lookup tables for project sites that measure one, two, or five acres. The project site is located in Source Receptor Area 3 (SRA-3, Southwest Coastal Los Angeles County). It is assumed that one acre would be disturbed on any given construction day. According to the SCAQMD's publication *Final Localized Significant (LST) Thresholds Methodology*, the use of LSTs is voluntary, to be implemented at the discretion of local agencies. LSTs for construction related emissions in the SRA 3 at varying distances between the source and receiving property are shown in Table 2.

Table 2
SCAQMD LSTs for Construction

Pollutant	Allowable emissions as a function of receptor distance in meters from a one-acre site (lbs/day)				
	25	**50**	**100**	**200**	**500**
Gradual conversion of NO_x to NO_2	91	103	107	139	218
CO	664	785	1,156	2,228	7,269
PM_{10}	5	14	28	56	140
$PM_{2.5}$	3	5	9	21	75

Source: http://www.aqmd.gov/CEQA/handbook/LST/appC.pdf, October 2009.

The construction work would occur within an urbanized area in Manhattan Beach. Residences are located within 25 meters of the construction corridor. To provide a conservative evaluation of construction emissions relative to LST thresholds, allowable emissions for 25 meters were used. As shown in Table 1, total emissions of NOx, CO, PM_{10} and $PM_{2.5}$ would not exceed the LST thresholds shown in Table 2 for receivers located within 25 meters of the site. Thus, on-site mitigated construction emissions are not provided herein for comparison with the LST values. The project would not exceed LST thresholds.

Project-related construction impacts would be **less than significant** per thresholds (b) and (d) referenced above.

Construction-Related Toxic Air Contaminant Impacts

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk". The California Office of Environmental Health Hazard Assessment (OEHHA) health risk guidance states that a residential receptor should be evaluated based on a 30-year exposure period. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the short-term construction schedule, the proposed project would not result in a long-term (i.e., 30 or 70 year) exposure to a substantial source of toxic air contaminant emissions; and thus, would not be exposed to the related individual cancer risk. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed project.

Construction-Related Odor Impacts

Potential sources of odor during construction activities include equipment exhaust and activities such as paving. The objectionable odors that may be produced during the construction process would occur periodically and end when construction is completed. No significant impact related to odors would occur during construction of the proposed project per threshold (e) referenced above.

Greenhouse Gas Emissions

Gases that absorb and re-emit infrared radiation in the atmosphere are called greenhouse gases (GHGs). GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO_2), methane (CH_4), nitrous oxides (N_2O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). GHGs are emitted by both natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, many of which have greater heat-absorption potential than CO_2, include fluorinated gases and sulfur hexafluoride (SF_6)

Pursuant to the requirements of SB 97, the State CEQA Guidelines were amended in 2010 to require GHG emissions be addressed as part of the CEQA review process. These guidelines are used in evaluating the cumulative significance of GHG emissions from proposed projects. According to the adopted CEQA Guidelines, impacts related to GHG emissions from the proposed project would be significant if the project would:

- *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and/or*
- *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.*

The adopted CEQA Guidelines provide general regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents but contain no suggested thresholds of significance for GHG emissions. Instead, lead agencies are given the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. The SCAQMD threshold, which was adopted in December 2008, considers emissions of over 10,000 metric tons CO2E /year to be significant. However, the SCAQMD's threshold applies only to stationary sources and is expressly intended to apply only when the SCAQMD is the CEQA lead agency. Although not formally adopted, the SCAQMD has developed a draft quantitative threshold for all land use types of 3,000 metric tons

CO_2E /year (SCAQMD, September 2010). Note that lead agencies retain the responsibility to determine significance on a case-by-case basis for each specific project.

The City of Manhattan Beach adopted a Climate Action Plan (CAP) in April 2010. No project-specific annual GHG emission threshold was identified nor were measures related to reducing construction emissions included in the CAP. Thus, for the purpose of determining the significance of GHG impacts, a threshold of 3,000 metric tons of annual emissions is the threshold used herein.

Construction of the proposed project would generate temporary GHG emissions primarily associated with the operation of construction equipment and truck and worker trips. Daily GHG emissions were multiplied by 292, the estimated number of days required for construction of each project. Air districts such as the SCAQMD have recommended amortizing construction-related emissions over a 30-year period to calculate annual emissions.

Construction would generate approximately 642 metric tons of CO2E over the 292 day construction cycle. Amortized over 30 years, annual GHG emissions would be 21.4 metric tons. Estimated GHG emissions would not exceed the SCAQMD 3,000 MT annual recommended threshold nor would it adversely affect the City's implementation the of 2010 Climate Action Plan.

Energy Calculations

All fuel calculations are based on the total Carbon Dioxide Equivalent (CO2e) value calculated for construction phase and vehicle miles traveled (VMT) using the California Emission Estimator Model (CalEEMod) version 2016.3.2. Data are reported in annual metric tons of CO2e for the duration of each construction phase. Metric tons are converted to kilogram CO2e and then divided by a conversion factor used by the U.S. Environmental Protection Agency to estimate gallons of gasoline (8.87) and diesel fuel (10.18) consumed based on carbon emissions.

Table 4 shows the gasoline demand for construction haul, vendor and workers. Table 5 shows the diesel fuel demand for equipment operation. Gasoline demand was estimated assuming all vehicles would be gasoline fueled. Diesel fuel demand estimates assumed that all vehicles would be heavy-duty diesel-fueled equipment. Fuel demand estimates are conservative as the calculations were based on the daily use of equipment during heaviest construction phase.

Table 4
Construction Worker Gasoline Demand

	CO2E MT	Total Duration (292 days)	Kg CO2e	Gallons
Haul	0.19	55.48	55,480	6,254
Vendor	0.0	0.0	0	0
Worker	0.17	49.64	49,640	5,596
Total				11,850

Table 5
Construction Equipment Diesel Demand

	CO2E MT	Total Duration (292 days)	Kg CO2e	Gallons
Infrastructure Installation	1.87	546	546,000	53,634
Total				53,634

Thank you for the opportunity to support the project. Please let me know if you have questions. You can reach me via e-mail at 760-712-2199 or via e-mail ryan@birdseyeplanninggroup.com.

Regards,

Ryan Birdseye
Principal

Manhattan Beach Sewer Projects

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	43.56	1000sqft	1.00	43,560.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	8			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Daily construction emissions

Off-road Equipment - equipment list provided by engineer/contractor

Off-road Equipment -

Construction Off-road Equipment Mitigation -

Manhattan Beach Sewer Projects - Los Angeles-South Coast County, Summer

Table Name	Column Name	Default Value	New Value
tblGrading	AcresOfGrading	0.75	0.38
tblOffRoadEquipment	HorsePower	132.00	63.00
tblOffRoadEquipment	LoadFactor	0.36	0.31
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Paving Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Rollers
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	UsageHours	7.00	8.00
tblTripsAndVMT	WorkerTripNumber	30.00	25.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	2.5155	24.4847	16.4914	0.0405	4.9975	1.0682	6.0657	2.5785	0.9827	3.5612	0.0000	3,933.1350	3,933.1350	1.1884	0.0000	3,962.8443
Maximum	**2.5155**	**24.4847**	**16.4914**	**0.0405**	**4.9975**	**1.0682**	**6.0657**	**2.5785**	**0.9827**	**3.5612**	**0.0000**	**3,933.1350**	**3,933.1350**	**1.1884**	**0.0000**	**3,962.8443**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	2.5155	24.4847	16.4914	0.0405	2.4026	1.0682	3.4707	1.2011	0.9827	2.1838	0.0000	3,933.1350	3,933.1350	1.1884	0.0000	3,962.8443
Maximum	**2.5155**	**24.4847**	**16.4914**	**0.0405**	**2.4026**	**1.0682**	**3.4707**	**1.2011**	**0.9827**	**2.1838**	**0.0000**	**3,933.1350**	**3,933.1350**	**1.1884**	**0.0000**	**3,962.8443**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**51.92**	**0.00**	**42.78**	**53.42**	**0.00**	**38.68**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0192	4.0000e-005	4.4500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		9.5300e-003	9.5300e-003	3.0000e-005		0.0102
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0192**	**4.0000e-005**	**4.4500e-003**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**2.0000e-005**		**9.5300e-003**	**9.5300e-003**	**3.0000e-005**	**0.0000**	**0.0102**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0192	4.0000e-005	4.4500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		9.5300e-003	9.5300e-003	3.0000e-005		0.0102
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0192**	**4.0000e-005**	**4.4500e-003**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**2.0000e-005**		**9.5300e-003**	**9.5300e-003**	**3.0000e-005**	**0.0000**	**0.0102**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	10/4/2021	10/5/2021	5	2	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0.38

Acres of Paving: 1

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	6.00	187	0.41
Grading	Paving Equipment	1	1.00	63	0.31
Grading	Rollers	2	2.00	80	0.38
Grading	Off-Highway Trucks	5	2.00	402	0.38
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	12	25.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.7181	0.0000	4.7181	2.5044	0.0000	2.5044			0.0000			0.0000
Off-Road	2.4084	24.4110	15.4844	0.0377		1.0659	1.0659		0.9806	0.9806		3,648.4426	3,648.4426	1.1800		3,677.9421
Total	**2.4084**	**24.4110**	**15.4844**	**0.0377**	**4.7181**	**1.0659**	**5.7840**	**2.5044**	**0.9806**	**3.4851**		**3,648.4426**	**3,648.4426**	**1.1800**		**3,677.9421**

3.2 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1072	0.0737	1.0069	2.8600e-003	0.2794	2.2600e-003	0.2817	0.0741	2.0800e-003	0.0762		284.6925	284.6925	8.3900e-003		284.9022
Total	**0.1072**	**0.0737**	**1.0069**	**2.8600e-003**	**0.2794**	**2.2600e-003**	**0.2817**	**0.0741**	**2.0800e-003**	**0.0762**		**284.6925**	**284.6925**	**8.3900e-003**		**284.9022**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1231	0.0000	2.1231	1.1270	0.0000	1.1270			0.0000			0.0000
Off-Road	2.4084	24.4110	15.4844	0.0377		1.0659	1.0659		0.9806	0.9806	0.0000	3,648.4426	3,648.4426	1.1800		3,677.9421
Total	**2.4084**	**24.4110**	**15.4844**	**0.0377**	**2.1231**	**1.0659**	**3.1890**	**1.1270**	**0.9806**	**2.1076**	**0.0000**	**3,648.4426**	**3,648.4426**	**1.1800**		**3,677.9421**

3.2 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1072	0.0737	1.0069	2.8600e-003	0.2794	2.2600e-003	0.2817	0.0741	2.0800e-003	0.0762		284.6925	284.6925	8.3900e-003		284.9022
Total	**0.1072**	**0.0737**	**1.0069**	**2.8600e-003**	**0.2794**	**2.2600e-003**	**0.2817**	**0.0741**	**2.0800e-003**	**0.0762**		**284.6925**	**284.6925**	**8.3900e-003**		**284.9022**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.545842	0.044768	0.205288	0.119317	0.015350	0.006227	0.020460	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0192	4.0000e-005	4.4500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		9.5300e-003	9.5300e-003	3.0000e-005		0.0102
Unmitigated	0.0192	4.0000e-005	4.4500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		9.5300e-003	9.5300e-003	3.0000e-005		0.0102

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.3200e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0154					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.1000e-004	4.0000e-005	4.4500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		9.5300e-003	9.5300e-003	3.0000e-005		0.0102
Total	**0.0192**	**4.0000e-005**	**4.4500e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**		**9.5300e-003**	**9.5300e-003**	**3.0000e-005**		**0.0102**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.3200e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0154					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.1000e-004	4.0000e-005	4.4500e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		9.5300e-003	9.5300e-003	3.0000e-005		0.0102
Total	**0.0192**	**4.0000e-005**	**4.4500e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**		**9.5300e-003**	**9.5300e-003**	**3.0000e-005**		**0.0102**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX B
Cultural Resources Records Search and Paleontology Records Check

South Central Coastal Information Center
California State University, Fullerton
Department of Anthropology MH-426
800 North State College Boulevard
Fullerton, CA 92834-6846
657.278.5395 / FAX 657.278.5542
sccic@fullerton.edu
California Historical Resources Information System
Orange, Los Angeles, and Ventura Counties

6/28/2021 Records Search File No.: 22482.8625

Patrick Maxon
VCS Environmental
30900 Rancho Viejo Road, Suite 100
San Juan Capistrano CA 92675

Re: Records Search Results for the Manhattan Beach Pump Stations Project

The South Central Coastal Information Center received your records search request for the project area referenced above, located on the Venice and Redondo Beach, CA USGS 7.5' quadrangles. Due to the COVID-19 emergency, we have temporarily implemented new records search protocols. With the exception of some reports that have not yet been scanned, we are operationally digital for Los Angeles, Orange, and Ventura Counties. See attached document for your reference on what data is available in this format. The following reflects the results of the records search for the project area and a ¼-mile radius:

As indicated on the data request form, the locations of resource and reports are provided in the following format: ☐ custom GIS maps ☒ shape files ☐ hand drawn maps

Resources within project area: 0	None
Resources within ¼-mile radius: 1	SEE ATTACHED LIST
Reports within project area: 1	LA-02904
Reports within ¼-mile radius: 1	SEE ATTACHED LIST

Resource Database Printout (list):	☐ enclosed	☐ not requested	☒ nothing listed
Resource Database Printout (details):	☒ enclosed	☐ not requested	☐ nothing listed
Resource Digital Database (spreadsheet):	☐ enclosed	☒ not requested	☐ nothing listed
Report Database Printout (list):	☒ enclosed	☐ not requested	☐ nothing listed
Report Database Printout (details):	☒ enclosed	☐ not requested	☐ nothing listed
Report Digital Database (spreadsheet):	☐ enclosed	☒ not requested	☐ nothing listed
Resource Record Copies:	☒ enclosed	☐ not requested	☐ nothing listed
Report Copies:	☐ enclosed	☒ not requested	☐ nothing listed

OHP Built Environment Resources Directory (BERD) 2019: ☒ available online; please go to https://ohp.parks.ca.gov/?page_id=30338

Archaeo Determinations of Eligibility 2012: ☐ enclosed ☐ not requested ☒ nothing listed

Los Angeles Historic-Cultural Monuments	☐ enclosed ☒ not requested ☐ nothing listed
Historical Maps:	☒ enclosed ☐ not requested ☐ nothing listed
Ethnographic Information:	☒ not available at SCCIC
Historical Literature:	☒ not available at SCCIC
GLO and/or Rancho Plat Maps:	☒ not available at SCCIC
Caltrans Bridge Survey:	☒ not available at SCCIC; please go to http://www.dot.ca.gov/hq/structur/strmaint/historic.htm
Shipwreck Inventory:	☒ not available at SCCIC; please go to http://shipwrecks.slc.ca.gov/ShipwrecksDatabase/Shipwrecks_Database.asp
Soil Survey Maps: (see below)	☒ not available at SCCIC; please go to http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

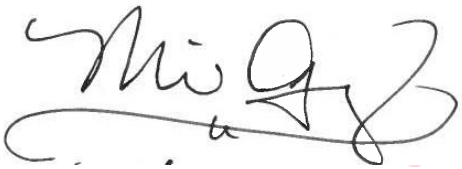
Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System,



Digitally signed by Michelle Galaz
Date: 2021.06.28 08:15:15 -07'00'

Michelle Galaz
Assistant Coordinator

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

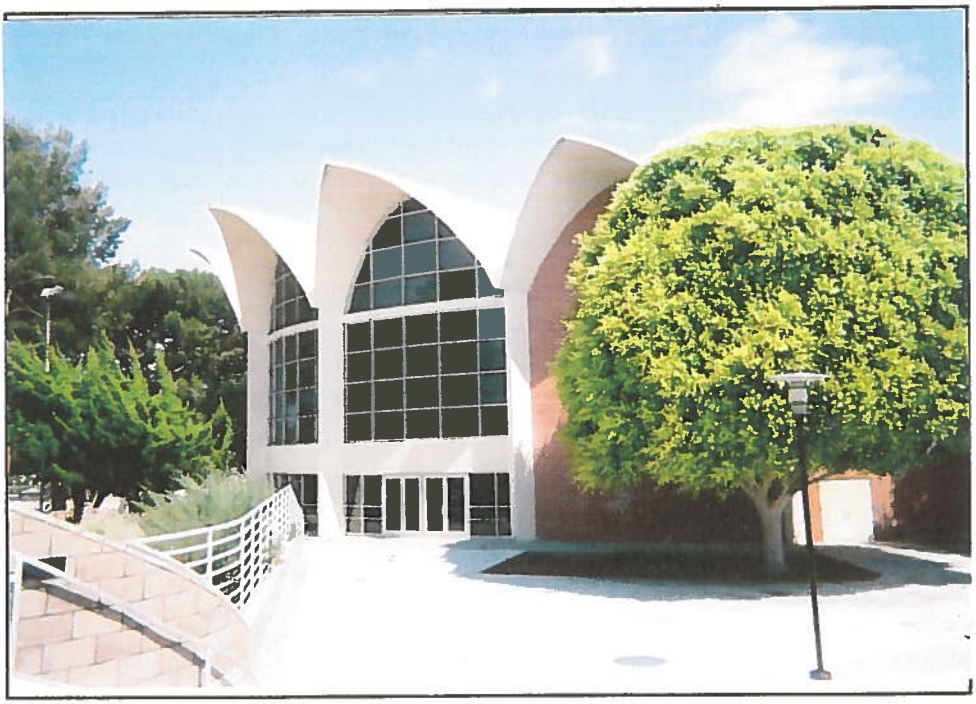
Primary # 19-187799
HRI #
Trinomial
NRHP Status Code 6Y
Other Listings
Review Code _____ Reviewer _____ Date _____

*Page 1 of 7 *Resource Name or #: (Assigned by recorder) Cingular EL0152-2
*P1. Other Identifier: Mira Costa High School
*P2. Location: ☐ Not for Publication ☒ Unrestricted * a. County: Los Angeles
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Manhattan Beach *Date: 1975 T ; R ; ¼ of ¼ of Sec; B.M.: SB
c. Address: 7101 S. Peck Avenue City: Manhattan Beach Zip: 90266
d. UTM: (Give more than one for large or linear resources) Zone; Me/ mN
e. Other Locational Data (e.g., parcel #, directions to resource, elevation, etc., as appropriate):
Assessor's Parcel No. 4168-002-806

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries):

The resource is a multi-story, egg-shaped, asymmetrical, Modern style, auditorium building. The building has a concrete foundation, brick exterior, and a multi-level roof. The building's main entrance is the dominant feature on the building. The main entrance has soaring arches placed in a row that curves around the north facade of the building. The arches at the entrance area are filled with multilight, metal framed, fixed pane windows that are framed by white concrete beams. The ground level area has several metal and glass sliding doors set across the curve of the entrance area. No windows are present on any other area of the structure. The remaining doors on the structure are single or paired metal utility style doors. White concrete pilasters divided the brick facade exterior into sections, adding minimal detailing to the otherwise plain brick walls. The building is in excellent condition and is surrounded by other buildings in the education complex, a parking lot to the east, and grass lawn and large trees on the west and south sides of the building. The entrance faces into the high school complex, allowing access from other portions of the school.

*P3b. Resource Attributes: (List attributes and codes) HP-15: Educational Building



P4. Resources Present: Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
P5b. Description of Photo: (View, date, accession #) Looking southeast, 07/20/06
*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐Both Ca.1960 Los Angeles County Assessor's Office
*P7. Owner and Address:
Manhattan Unified School District
7101 S. Peck Avenue
Manhattan Beach, CA 90266
*P8. Recorded by (Name, affiliation, and address): K. Crawford, P.O. Box 3693, La Mesa, CA 91944
*P9. Date Recorded: 07/20/06
*P10. Type of Survey: (Describe) Section 106 Compliance Project Review
*P11. Report Citation (Cite survey report and other sources, or enter "none".) None

*Attachments: ☐NONE ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Resource Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

19-187799

State of California — The Resources Agency Primary # _____
DEPARTMENT OF PARKS AND RECREATION HRI# _____
BUILDING, STRUCTURE, AND OBJECT RECORD ***NRHP Status Code** 6Y
***Page** 2 **of** 7 ***Resource Name or #** (Assigned by recorder) Cingular EL0152-2

B1. Historic Name: Mira Costa High School/Auditorium
B2. Common Name: Mira Costa High School/Auditorium
B3. Original Use: Educational **B4. Present Use:** Educational
***B5. Architectural Style:** Modern
***B6. Construction History:** (Construction date, alternations, and date of alterations) The building was constructed in ca. 1960.
***B7. Moved?** ☒No ☐Yes ☐Unknown Date: _____ Original Location: _____
***B8. Related Features:**
B9a. Architect: Moody and Flewelling b. Builder: Davies, Keusder and Brown
***B10. Significance:** Theme: Modern Architecture Area: Manhattan Beach Period of Significance 1960-Present Property Type Educational Applicable Criteria C (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

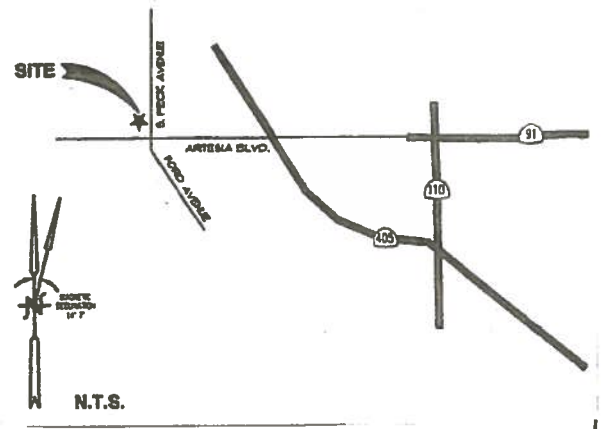
The City of Manhattan Beach is located on land that was originally occupied by Native Americans, and after 1769 by Spanish settlers, Mexican ranchers, and American entrepreneurs. By 1850, California had become a state and Americans began to change the character of California with ranches, orchards, and new cities. The City of Manhattan Beach was originally part of Rancho Sausa Redondo. The rancho land was purchased by George Peck and portions were sold to other owners. One of these owners, Stewart Merrill, in 1901, bought the southern section of the ranch and called the area Manhattan, after his birthplace. Merrill began building structures and the city was incorporated in 1912.After World War II, the city began to expand rapidly with the influx of servicemen and their families. Southern California grew extensively because so many servicemen had passed through the area on their way to the Pacific war theaters and came back to make their homes in the small cities and towns after the war. In the late 1940s, the city of Manhattan Beach recognized the need for a new high school that would accommodate the children of these new residents. A decision was made to start construction of the South Bay Union High School District in 1949. The high school was named the Manhattan-Hermosa High School and the address was first listed as 1401 Gould Avenue. Samuel E. Lunden was chosen as the architect for the first buildings on the campus. Construction began on the campus buildings in 1951. Some of the earliest buildings were the Machine Shop, Science Building, Classrooms, the Gymnasium, and the Music Building. A variety of contractors were used for the different buildings. The decision was made to construct the Auditorium building and it was built in 1960. The architect was the firm of Moody and Flewelling, according to Permit #065260, dated October 28, 1960. The cost of the structure was $748,740. The building is in original condition and does not appear to have alterations.

B11.Additional Resource Attributes: (List attributes and codes) None
***B12. References:** County of Orange Assessor's Office; City of Manhattan Beach Building Permits, Water and Sewer Records; McAlester and McAlester, A Field Guide to American Houses, 1991; City of Manhattan Beach website.
B13. Remarks:
***B14. Evaluators:** Kathleen A. Crawford
***Date of Evaluation:** 07/20/06

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

VICINITY MAP



(continued from page 2)

Integrity Statement

In regard to the seven aspects of integrity of location, design, setting, materials, workmanship, feel and association, the ca. 1960 building on this property has retained its original location. It has not been moved. The building's setting, feel and association have remained intact since its construction. In addition, its original materials, and workmanship have remained intact as the building. The integrity level of the property is good and the condition of the building is excellent.

National Register of Historic Places Eligibility Evaluation

The property was assessed under National Register Criterion A for its potential significance as part of a historic trend that may have made a significant contribution to the broad patterns of our history. The building was constructed as part of the overall educational development of Manhattan Beach during the post-World War II years. It was part of the general expansion of the city as the city needed to provide education for the children of the new residents. There is no significant historic trend or event that is associated with this property. **Therefore, the property does not appear to qualify for the National Register of Historic Places (NHRP) under Criterion A.**

The property was considered under Criterion B for its association with the lives of persons significant in our past. There is no evidence to suggest that any of the persons associated with the construction or development of the property were considered important in the history of this property. None of the persons associated with this building appear to have made any significant contributions to the development of the area and do not appear to be historically significant in any way. **Therefore, the property does not appear to qualify for the National Register of Historic Places (NHRP) under Criterion B.**

The property was evaluated for Criterion C for embodying the distinctive characteristics of a type, period, or method of Modern construction, or representing the work of a master, or possessing high artistic values, or representing a significant and distinguishable entity whose components lack individual distinction. The building was constructed to provide high school space in Manhattan Beach in the mid-twentieth century. The building was designed in a basic Modern style. The building does not represent a significant and distinguishable entity whose components may lack individual distinction. The building serves as an example of the Modern style which was used extensively in Los Angeles for structures in the 1960s. The building does not include distinctive elements of this style and its design does not rise to a level of architectural significance. The building does not serve as a significant example of the style to qualify for National Register status. The building does not include significant artistic values and does not represent the work of a master architect or craftsman. None of the people connected with the design and construction were considered to be master architects or craftsman. The building retains its basic integrity in terms of mass and form. **Therefore, the property does not appear to qualify for the National Register of Historic Places (NHRP) under Criterion C.**

The property was considered for Criterion D for the potential to yield, or may be likely to yield, information important to prehistory or history. In order for buildings, structures and objects to be eligible under this criterion, they would need to "be, or must have been, the principal source of information." This is not the case with this property. **Therefore, the property does not appear to qualify for the National Register of Historic Places (NHRP) under Criterion D.**

In summary, the property does not appear to qualify for the NHRP under Criterion C. Therefore, the building is not a historic resource for the purposes of NHPA. The property was not assessed for California Register or local designation eligibility.

Mira Costa High School
View Southwest/North Facade
July 20, 2006

Mira Costa High School
View West/East Facade
July 20, 2006

Mira Costa High School
View West/East Facade
July 20, 2006

Mira Costa High School
View East/North Facade
July 20, 2006

Mira Costa High School
View Southeast/North and West Facades
July 20, 2006

Mira Costa High School
View North/West and South Facades
July 20, 2006

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

19-187799

Primary # _____
HRI # _____
Trinomial _____

Page 7 of 7 *Resource Name or # (Assigned by recorder) Cingular EL0152-2

*Recorded by K.A. Crawford/Crawford Historic Services Date 07/20/06 ☒ Continuation ☐ Update

Mira Costa High School
View North/South and East Facades
July 20, 2006

Natural History Museum
of Los Angeles County
900 Exposition Boulevard
Los Angeles, CA 90007

tel 213.763.DINO
www.nhm.org

Research & Collections

e-mail: paleorecords@nhm.org

May 28, 2021

VCS Environmental

Attn: Pat Maxon

re: Paleontological resources for the Manhattan Beach Pump Stations and Pipeline Project

Dear Pat:

I have conducted a thorough search of our paleontology collection records for the locality and specimen data for proposed development at the Manhattan Beach Pump Stations and Pipeline project area as outlined on the portion of the Venice USGS topographic quadrangle map that you sent to me via e-mail on May 25, 2021. We do not have any fossil localities that lie directly within the proposed project area, but we do have fossil localities nearby from the same sedimentary deposits that occur in the proposed project area, either at the surface or at depth.

The following table shows the closest known localities in the collection of the Natural History Museum of Los Angeles County.

Locality Number	Location	Formation	Taxa	Depth
LACM IP 34958	El Segundo power generating station	Palos Verdes Sand / San Pedro Formation (well bedded, yellow-tan to green-grey sand)	Invertebrates (unspecified)	Unknown, collected during excavations at power plant
LACM IP 34957	Water line trench on Franklin Ave., approx. 10 ft E of Standard St.	Dune sand over marine terrace (massive, light brown to reddish-brown sand)	Pismo clam (*Tivela stultorum*)	3 ft bgs
LACM VP 7332	Westchester, NW of intersection of West Century Blvd & Bellanca Ave	Unknown formation (Pleistocene; silty sand)	Mammoth (*Mammuthus*)	40 ft bgs
LACM VP 3264	Los Angeles International Airport	Unknown formation (sands)	Elephant family (Proboscidea)	25 ft bgs
LACM VP 3789	8734 Bellanca	Unknown formation	Mammoth (*Mammuthus*)	14 ft bgs

	Avenue, Westchester	(Pleistocene; pebbly gray-green to brown mud that directly overlies a gray-green fine sand)		
LACM IP 5096	4848 W. 190th Street, Torrance	Timms Point Silt	Invertebrates: lobster/crab family (Decapoda), Washington clams (*Saxidomus*), gastropods (*Kurtizella, Ithycythara*), barnacle (*Megabalanus*), limpet (*Fissurelidea, Lottia*), top snails (*Calliostoma*), lucinids (*Lucinisca*), wentletrap (*Epitonium*), pyramidellid snails (*Odostomia*), dwarf olive (*Callianax*), slipper snail (*Crepidula*), cerith (*Lirobittium*), bubble snail (*Acteocina*), tusk shell (*Dentalium*), moon snail (*Glossaulax*), pyrams (*Turbonilla*), scallop (*Leptopecten*), cone snails (*Californiconus*), falsejingle (*Pododesmus*)	Unknown

VP, Vertebrate Paleontology; IP, Invertebrate Paleontology; bgs, below ground surface

This records search covers only the records of the Natural History Museum of Los Angeles County ("NHMLA"). It is not intended as a paleontological assessment of the project area for the purposes of CEQA or NEPA. Potentially fossil-bearing units are present in the project area, either at the surface or in the subsurface. As such, NHMLA recommends that a full paleontological assessment of the project area be conducted by a paleontologist meeting Bureau of Land Management or Society of Vertebrate Paleontology standards.

Sincerely,

Alyssa Bell, Ph.D.
Natural History Museum of Los Angeles County

enclosure: invoice

Native American Heritage Commission
Tribal Consultation List
Los Angeles County
6/8/2021

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393 — Gabrieleno
Covina, CA, 91723
Phone: (626) 926 - 4131
admin@gabrielenoindians.org

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693 — Gabrieleno
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626) 286-1262
GTTribalcouncil@aol.com

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., #231 — Gabrielino
Los Angeles, CA, 90012
Phone: (951) 807 - 0479
sgoad@gabrielino-tongva.com

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Chairperson
P.O. Box 490 — Gabrielino
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

Gabrielino Tongva Indians of California Tribal Council
Christina Conley,
739 Verdemont Circle — Gabrielino
Simi Valley, CA, 93065
Phone: (626) 407 - 8761
christina.marsden@alumni.usc.edu

Gabrielino-Tongva Tribe
Charles Alvarez,
23454 Vanowen Street — Gabrielino
West Hills, CA, 91307
Phone: (310) 403 - 6048
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This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Manhattan Beach Pump Stations Project, Los Angeles County.

APPENDIX C
Noise Memorandum

May 31, 2021

Mr. Dan Bott
VCS Environmental, Inc.
30900 Rancho Viejo Road, Suite 100
San Juan Capistrano, CA 92675

SUBJECT: Manhattan Beach Sewer Project Construction Noise Memorandum, Manhattan Beach, CA

Dear Mr. Bott;

Birdseye Planning Group (BPG) is pleased to submit this memorandum quantifying noise levels associated with the construction of improvements associated with implementation of three sewer projects in the City of Manhattan Beach. The proposed action is subject to a discretionary review process by the City of Manhattan Beach; thus, the information provided herein will support preparation of an environmental document to demonstrate California Environmental Quality Act (CEQA) compliance.

Project Site and Setting
The three project alignments are located within the City of Manhattan Beach in the County of Los Angeles. All are located within street corridors.

Project Description
The project action is comprised of the following components:

Pacific Avenue Gravity Line:
The existing lift station would be replaced by ~1,000′ of 12″ gravity pipe that will convey flows south along Pacific Avenue. The new gravity line will tie into the existing County sewer line that is ±70′ below the finished grade. The proposed manhole tie in location is in the Veterans Parkway (Hermosa Valley Greenbelt). This would replace the Pacific lift station if this design is selected by the City. Upon completion of the pipeline, the existing lift station will be abandoned, the top concrete lid of the vault will be removed, backfilled and repaved. All piping to and from the existing station will be capped and all equipment will be removed.

Poinsettia Lift Station

- **Wet Well Expansion**: To meet City requirements, a new wet well and dry well will be installed to the north of the existing structure. The current approximate dimension of the proposed wet well is 10′ x 6′ x 20′ deep. The proposed dry well will be 10′x15′x11′ deep. A manhole will need to be installed to redirect flow into the new wet well.

- **Force Main**: The existing force main is a 4″ cast iron pipe which needs repairs. To address this issue, ~120′ of 4″ ductile iron force main will be installed. The proposed force main will follow the same path as the existing. A new manhole will be installed upstream of the existing force main and a new gravity pipe will connect the new lift station to the existing system.

Voorhees Lift Station

- **Wet Well Expansion**: To meet City requirements, a new wet well and dry well will be installed to the north of the existing structure. The current approximate dimension of the proposed wet well is 14′ x 14′ x 20′ deep. An emergency generator will be located above the wet well expansion. The existing structure would be repurposed as a dry vault.

- **Force Main**: The existing force main is a 6″ cast iron pipe which needs repairs. To address this issue ~1,300′ of 6″ ductile iron force main will be installed. The proposed force main will follow Rowell Avenue, make a right on 2nd Street, before entering the existing sewer.

City of Manhattan Beach Noise Standards

Noise standards are provided in Section 5.48 of the City of Manhattan Beach Municipal Code. Per Chapter 5.48.160 (Table 1), exterior noise limits for single-family residential properties are 45 A-weighted decibels (dBA) between 10:00 p.m. and 7:00 a.m. and 50 dBA between 7:00 a.m. and 10:00 p.m. The exterior noise standard which may not be exceeded for a cumulative period of more than thirty (30) minutes in any hour is the L50. The L50 is a statistical descriptor of the sound level exceeded for 50% of the measurement period. If the thirty (30) minute per hour ambient level (L50) exceeds the standard, then the ambient L50 becomes the exterior noise standard which may not be exceeded for a cumulative period of more than thirty (30) minutes in any hour.

Construction noise is addressed in Section 9.44.010 and is exempt from the noise ordinance provisions provided it occurs only between 7:30 a.m. and 6:00 p.m. on weekdays, and between 9:00 a.m. to 6:00 p.m. on Saturdays. Construction on Sundays or on City-recognized holidays is prohibited.

Water/Sewer Construction Noise

The main sources of noise during construction activities would include heavy machinery used during site preparation (i.e., removing existing pavement and subgrade), as well as equipment used for

placing shoring structures, new pipeline segments, subgrade material and repaving the construction area. Table 1 shows the typical noise levels associated with heavy construction equipment. As shown,

Table 1
Typical Construction Equipment Noise Levels

Equipment Onsite	Typical Level (dBA) 25 Feet from the Source	Typical Level (dBA) 50 Feet from the Source	Typical Level (dBA) 100 Feet from the Source
Air Compressor	84	78	64
Backhoe	84	78	64
Bobcat Tractor	84	78	64
Concrete Mixer	85	79	73
Bulldozer	88	82	76
Jack Hammer	95	89	83
Pavement Roller	86	80	74
Street Sweeper	88	82	76
Man Lift	81	75	69
Dump Truck	82	76	70
Compactor	88	82	76
Grader	91	85	79
Paver	95	89	83
Loader	91	85	79
Scarifier	89	83	77

Source: Hanson, Towers and Meister, May 2006
Noise levels based on FHWA Roadway Construction Noise Model (2006) Users Guide Table 1.
Noise levels based on actual maximum measured noise levels at 50 feet (Lmax).
Noise levels assume a noise attenuation rate of 6 dBA per doubling of distance.

average noise levels associated with the use of heavy equipment at construction sites can range from about 81 to 95 dBA at 25 feet from the source, depending upon the types of equipment in operation at any given time and phase of construction. Noise-sensitive uses near the project corridors are primarily single-family residences located along the roadways affected by installation of the new sewer infrastructure. It is assumed site preparation, trenching, backfill placement and paving work would require the use of heavy equipment. Equipment would also be required to deliver materials to the project site and work areas.

Based on EPA noise emissions, empirical data and the amount of equipment needed for construction of the proposed project, worst-case noise levels from the construction equipment occur during site

preparation/grading and related activities. The anticipated equipment used would include trucks, bobcat tractors, an excavator, paving machine, roller compactor and other common types of equipment. For the purpose of estimating noise levels, if during construction, a backhoe (78 dBA) and a dump truck (76 dBA) were working simultaneously in one area over an 8-hour work day, the 8-hour Leq would be approximately 80 dBA at 50 feet. Cumulative noise levels at 25 feet would be approximately 86.1 dBA.

Construction noise would be audible at residences located adjacent to the construction area throughout the workday. As referenced, noise is exempt from regulation provided it occurs within the time limit summarized above. However, the following measures can be implemented at the City and contractors discretion to minimize or reduce construction noise levels at residences and other sensitive properties (i.e., schools, hospitals, daycare and convalescent facilities):

Measure N1 - Construction Equipment. Electrical power shall be used to run air compressors and similar power tools. Internal combustion engines should be equipped with a muffler of a type recommended by the manufacturer and in good repair. All diesel equipment should be operated with closed engine doors and should be equipped with factory-recommended mufflers. Construction equipment that continues to generate substantial noise at the project boundaries should be shielded with temporary noise barriers, such as barriers that meet a sound transmission class (STC) rating of 25, sound absorptive panels, or sound blankets on individual pieces of construction equipment. Stationary noise-generating equipment, such as generators and compressors, should be located as far as practically possible from the nearest residential property lines.

Measure N2 - Limit Operations Adjacent to Receivers. Limit the number of large pieces of equipment (i.e., backhoes or concrete mixers) operating adjacent to receivers to one at any given time.

Measure N3 - Neighbor Notification. Provide notification to residential occupants nearest to the project site at least 24 hours prior to initiation of construction activities that could result in substantial noise levels at outdoor or indoor living areas. This notification should include the anticipated hours and duration of construction and a description of noise reduction measures being implemented at the project site. The notification should include a telephone number for local residents to call to submit complaints associated with construction noise and be easily viewed from adjacent public areas.

Sewer Lift Station Operation

Typically, the only continuous noise generated by the sewer lift stations would be operation of the pumps. However, these pumps would be submerged within wet wells approximately 20 feet below the ground surface. Further, the wells are constructed of concrete and located within buildings commonly constructed using concrete block with a wood-framed roof. Concrete block walls typically have a Sound Transmission Classification (STC) of 48 which would result in a comparable reduction in noise levels between the building interior and exterior. Thus, pump noise and operation of any ancillary equipment inside the building would not be audible outside.

With respect to the generator unit installed in the Vorhees Lift Station, the units are commonly 125-kW and installed to ensure adequate electrical power is available to operate the lift station in the event that commercial power is interrupted. It is anticipated that the generator would be located within the lift station building. All emission control and exhaust systems would be installed per manufacturers specifications to minimize operational noise. However, louvered exhaust vents would be provided to vent emissions to the outside during operation. Noise would occur when the generator is operated periodically for testing and during emergency operation associated with an electrical service interruption. The exhaust system would likely generate audible noise outside the building during operation. While the noise may be audible outside the building at neighboring residential properties, Section 5.48.180 of the City of Manhattan Beach Municipal Code exempts noise associated with emergency work/operations.

Conclusion

As discussed herein, construction noise would be audible periodically during installation of the sewer improvements. Construction noise occurring the hours defined by the City of Manhattan Beach Municipal Code would be exempt from noise regulations. Implementation of measures N1-N3 could reduce temporary construction noise levels if warranted. Operation of the sewer pumps would not be audible outside the lift stations. Temporary noise associated with operation of the emergency generator at the Vorhees Lift Station may be audible outside the lift station building but would be exempt from regulation as an emergency use per Section 5.48.180 of the City of Manhattan Beach Municipal Code.

Thank you for the opportunity to assist with this project. Should you have questions or require additional information, please let me know. I can be reached at 760-712-2199 or via e-mail at ryan@birdseyeplanninggroup.com.

Regards,

Ryan Birdseye
Principal