PROJECT INFORMATION

1. Project Title:	Northbound Right-Turn Improvements: Aviation Boulevard at Artesia Boulevard
2. Lead Agency:	City of Redondo Beach 415 Diamond Street Redondo Beach, CA 90227
3. Contact Person:	Didar Khandker, P.E., MSCE (310) 318-0661 Didar.Khandker@Redondo.Org
4. Project Location:	Southeast quadrant of the Aviation Boulevard/ Artesia Boulevard intersection. The project location is not within the Coastal Zone.
5. Project Sponsor:	City of Redondo Beach
6. General Plan Designation:	The Redondo Beach General Plan designates Aviation Boulevard and Artesia Boulevard as major arterials. Land use designations of properties at the intersection include commercial and multi-family residential. See Table A for more detail regarding general plan designations, zoning, and existing uses.
7. Zoning:	See Table A.
8. Project Description:	The project is the widening of the northbound travel lanes along Aviation Boulevard to add a 15-foot-wide right-turn lane onto Artesia Boulevard. Existing signage, sidewalk, and landscaping along Aviation Boulevard would be relocated to accommodate the widened roadway and right-turn lane.
9. Surrounding Land Uses and Setting:	Artesia Boulevard forms the boundary between the cities of Redondo Beach and Manhattan Beach at Aviation Boulevard. The two northerly quadrants of the intersection are within Manhattan Beach, while the two southerly quadrants are within Redondo Beach. Land uses at the intersection include commercial and multi-family residential. See Table A for more detail regarding adjacent land uses.
10. Environmental Reviews Referenced:	Aviation Boulevard at Artesia Boulevard Southbound to Westbound Improvement Project, City of Manhattan Beach, May 2019.

Table A: General Plan Designations, Zoning, and Existing Land Uses at the Intersection of Aviation Boulevard and Artesia Boulevard

Quadrant	City	General Plan Designation	Zoning	Existing Land Use
Southeast	Redondo Beach	C-2 Commercial	C-2	Commercial (Shell service station and car wash)
Southwest		RMD Medium Density Multi-Family Residential (23.3 dwelling units/acre)	RMD	Multi-Family Residential (Aviation Vilas)
Northwest	Manhattan Beach	General Commercial	CG	Commercial (Chase Bank)
Northeast		General Commercial	CG	Commercial (i.e., Ameci Pizza Italian Kitchen, Verizon, MB Nails and Spa, Thai Massage, Cookie Cutters Haircuts for Kids)

Notes:
CG = General Commercial
RMD = Medium Density Multi-Family Residential
C-2 = Commercial

1.0 INTRODUCTION

The City of Redondo Beach is proposing to add a northbound right-turn lane from Aviation Boulevard to eastbound Artesia Boulevard. Since discretionary actions need to be taken by the City of Redondo Beach (acquisition of right-of-way and a temporary construction easement, decision to proceed with project construction), the proposed intersection improvement constitutes a "project" that is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA).

1.1 APPLICABLE REQUIREMENTS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

Because the City of Redondo Beach is considering approving a project subject to the requirements of CEQA (Public Resources Code §§21000-21177), State CEQA Guidelines §15063 require the City of Redondo Beach to undertake preparation of an Initial Study to determine if the proposed intersection improvement project would have one or more significant effects on the environment. If, as a result of the Initial Study, the City finds that there is evidence that any aspect of the proposed intersection improvement project may cause a significant environmental effect, preparation of an Environmental Impact Report (EIR) would be required to analyze project-related and cumulative environmental impacts, unless the City also determines that the significant environmental effects have already been addressed in a previously certified EIR.

Alternatively, if the City determines that the proposed intersection improvement project would not have a significant effect on the environment, either as currently proposed or as modified to include any mitigation measures needed to avoid or reduce otherwise significant effects of the proposed project, the City would prepare a Negative Declaration (or Mitigated Negative Declaration). Such a determination can be made only if "there is no substantial evidence in light of the whole record before the Lead Agency" that significant impacts would not occur as the result of the proposed project (Public Resources Code §21080[c]).

1.2 PURPOSE AND CONTENT OF THE INITIAL STUDY

This Initial Study has been prepared in accordance with CEQA to inform public agency decision-makers and the general public of the environmental effects of the proposed intersection improvement project being considered by the City and identifies possible ways to avoid or minimize any significant environmental effects that might result. This Initial Study does not recommend approval or denial of the proposed intersection improvement project or determine whether any particular aspect of the proposed project is "good" or "bad." Its purpose is to provide information regarding the physical environmental changes that would result from the actions being considered by the City.

This Initial Study and the Negative Declaration it recommends are subject to a 20-day public review period by public agencies and members of the public. The City will consider any comments that are received along with the Negative Declaration prepared for the proposed intersection improvement project when considering whether the proposed project should be approved, modified, or not approved.

CEQA Guidelines §15063(d) requires an Initial Study to contain in brief form:

(1) A description of the project including the location of the project;

(2) An identification of the environmental setting;

(3) An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;

(4) A discussion of the ways to mitigate the significant effects identified, if any;

(5) An examination of whether the project would be consistent with existing zoning, plans, and other applicable land use controls; and

(6) The name of the person or persons who prepared or participated in the Initial Study.

1.3 AVAILABILITY OF DOCUMENTS USED IN PREPARATION OF THIS INITIAL STUDY

Both hard copy documents and online resources were used to prepare this Initial Study. The URL for each online resource and the date it was accessed is provided in the reference sections of this Initial Study. The hard copy documents identified in the reference sections of this document that were used to prepare this Initial Study are available for review at the City of Redondo Beach Public Works Department located at 415 Diamond Street, Redondo Beach, CA 90227 or on the Department of Public Works website: https://www.redondo.org/depts/public_works/engineering/current_projects/default.asp

2.0 PROJECT DESCRIPTION

2.1 LOCATION

The project is located along the east side of Aviation Boulevard within the southeastern quadrant of the intersection of Aviation Boulevard and Artesia Boulevard within the City of Redondo Beach ("City"), which is in Los Angeles County. The project site is approximately:

- 1.4 miles east of the Pacific Ocean;
- 0.8 mile east of Pacific Coast Highway (State Route 1 or SR-1); and
- 2.0 miles west of Interstate 405 (I-405)

The project's location is illustrated in Figure 1, Regional Location, and Figure 2, Project Characteristics.

2.2 ENVIRONMENTAL SETTING

2.2.1 Roadways

Aviation Boulevard and Artesia Boulevard are regionally significant roadways that support the movement of commuters and goods in the South Bay region of Los Angeles County. Aviation Boulevard is a north-south corridor connecting residential areas in the southern part of the South Bay to the employment centers to the north. Artesia Boulevard is an east-west corridor connecting Redondo Beach and Manhattan Beach to the regional freeway system. Motorists, including both commuters and goods transporters, traverse Aviation Boulevard and Artesia Boulevard, traveling to and from many regionally significant destinations including the Los Angeles International Airport, El Segundo Employment Center, Galleria at South Bay, Del Amo Fashion Center, and a host of piers and beaches. Additionally, Aviation Boulevard and Artesia Boulevard provide critical links to several freeways in the South Bay including I-405, I-105, and SR-91.

Aviation Boulevard

Aviation Boulevard is a major north–south thoroughfare in the South Bay region of Los Angeles County. Starting in Inglewood near the Los Angeles International Airport[1], Aviation Boulevard runs for 7.1 miles from Inglewood through the beach cities of El Segundo, Manhattan Beach, Redondo Beach, and Hermosa Beach, where it terminates at Pacific Coast Highway (South Sepulveda Boulevard). Aviation Boulevard provides bus service by the Metro, Santa Monica

[1] North of Manchester Boulevard in the City of Inglewood, Aviation Boulevard continues as Florence Avenue.

Transit, Culver City Transit, Beach Cities Transit, and Torrance Transit systems, and also connects to the Metro Green Line station at the I-105 freeway.

Figure 1: Regional Location

At its intersection with Artesia Boulevard, Aviation Boulevard has a 64-foot curb-to-curb width with a striped center median. Curb, gutter, and sidewalks are present along both the east and west sides of the roadway.

Artesia Boulevard

Artesia Boulevard begins at its intersection with Pacific Coast Highway (South Sepulveda Boulevard), running east through the cities of Hermosa Beach, Manhattan Beach, Redondo Beach, Lawndale, Torrance, Los Angeles, and Gardena. Artesia Boulevard connects the South Bay region of Los Angeles County directly to the western terminus of the SR-91 freeway, which connects Los Angeles County to Orange County and the Inland Empire counties of Riverside and San Bernardino. Artesia Boulevard also provides access to the I-405 freeway, which runs south from the I-5 freeway through the Santa Clarita and San Fernando valleys, Westwood and Los Angeles International Airport areas through the South Bay region to Long Beach, and major employment areas of Orange County before rejoining the I-5 freeway in the City of Irvine.

Artesia Boulevard passes through the cities of Carson, Compton, Long Beach, Bellflower, Cerritos, and La Mirada in Los Angeles County and the cities of Buena Park and Fullerton in Orange County, where it terminates near the Fullerton Airport.

In the vicinity of its intersection with Aviation Boulevard, Artesia Boulevard is a four-lane roadway (two lanes in each direction) with a raised median. Artesia Boulevard currently has a dedicated eastbound right-turn lane onto Aviation Boulevard. Westbound Artesia Boulevard has room for vehicles turning right onto Aviation Boulevard to move out of the way of through traffic to make right turns.

Intersection of Aviation Boulevard and Artesia Boulevard

The intersection of Aviation Boulevard and Artesia Boulevard is signal-controlled. Both roadways provide left-turn pockets in all directions. Crosswalks are striped in each direction and all four corners of the intersection have pedestrian curb ramps. Aviation Boulevard has street lighting and traffic signals at its intersection with Artesia Boulevard.

2.2.2 Existing Land Uses Surrounding the Intersection of Aviation Boulevard and Artesia Boulevard

The intersection of Aviation Boulevard and Artesia Boulevard is within a fully urbanized area. Existing land uses at the intersection consist of commercial and multi-family residential development, including an existing gas station/carwash within the southeast quadrant immediately adjacent to the proposed northbound right-turn lane improvements.

Land uses in the general vicinity of the intersection of Aviation Boulevard and Artesia Boulevard include a combination of commercial and multi-family residential development along the frontages of Aviation Boulevard and Artesia Boulevard.

2.3 PROJECT CHARACTERISTICS

2.3.1 Project Background

The intersection of Aviation Boulevard and Artesia Boulevard currently operates at level of service (LOS) F in both the AM and PM peak hours. The northbound right-turn lane improvement proposed by the City of Redondo Beach would relieve intersection backup and congestion due to vehicles traveling northbound through the intersection and vehicles turning onto Artesia Boulevard having to share the same lane. The traffic analysis prepared for the proposed project indicates that it would result in an 8 percent improvement in the AM. Peak hour volume-to-capacity (v/c) ratio[2] at the intersection, as follows:

- Future 2030 without project
    - AM peak hour v/c would be 1.212
    - PM peak hour v/c would be 1.325
- Future 2030 with project
    - AM peak hour v/c would be 1.128
    - PM peak hour v/c would be 1.372

Because there is inadequate room for northbound motorists turning right onto Artesia Boulevard to move out of the way of through traffic to make their turn, it is necessary for the City of Redondo Beach to purchase a 10-foot-wide strip of property along Aviation Boulevard from the existing gasoline station site landowner to provide for the right-turn lane. The widening of the street would require relocation of the sidewalk and the reconfiguration of the corner.

The proposed intersection improvement is listed on the City's adopted Capital Improvements Project (CIP) list as a carry-over project from FY 2011-12, funded by Measure R Regional Project funds and satisfies two important goals of the City of Redondo Beach: "Improve public facilities and infrastructure" and "Enhance the livability and environmental sustainability of our community." The City of Redondo Beach has had the addition of a northbound right-turn lane from Aviation Boulevard onto Artesia Boulevard on its CIP list for many years. This

[2] Volume-to-capacity (v/c) ratio is a measure of the traffic volume at an intersection compared to its capacity.

intersection improvement is not included as a mitigation requirement for any development project.

2.3.2 Project Characteristics

The City of Redondo Beach proposes to add a 15-foot-wide northbound right-turn lane from Aviation Boulevard onto Artesia Boulevard (see Figure 2). This project would require:

- Purchasing a 10-foot-wide strip of private property from the existing Shell gas station located in the southeast quadrant of the intersection;
- Acquiring a temporary construction easement adjacent to the land being acquired for the improvement;
- Relocating privately owned signs for the gas station and replacing landscaping where feasible;
- Relocating the existing sidewalk;
- Relocating utilities within the roadway right-of-way;
- Relocating the existing traffic signal/street light pole; and
- Constructing a northbound right-turn-only lane along Aviation Boulevard onto Artesia Boulevard, along with:
    - Demolishing existing pavement, curb, and gutter;
    - Reconstructing the three existing driveways from the existing gas station onto Aviation Boulevard;
    - Constructing a new Americans with Disabilities Act (ADA) pedestrian curb ramp on the northwest corner of the Aviation Boulevard/Artesia Boulevard intersection and a new pedestrian push button;
    - Re-striping the south leg of Aviation Boulevard on its approach to Artesia Boulevard; and
    - Providing new crosswalk striping at the south and east legs of the intersection.

2.3.3 Project Construction

Construction of the proposed northbound right-turn lane onto Artesia Boulevard would occur in a single phase and would last approximately five to six months. Ground disturbance associated with the proposed project would be less than 3 feet below the existing ground surface; however, deeper excavations may be needed to relocate existing utilities within the roadway right-of-way.

Driveway access from both Aviation Boulevard and Artesia Boulevard to the existing gas station and car wash would be maintained at all times during project construction. Pedestrian access to the intersection along the west side of Aviation Boulevard may be suspended or re-routed only during construction along both Aviation Boulevard and Artesia Boulevard.

Figure 2: Proposed Northbound Right-Turn Lane from Aviation Boulevard to Artesia Boulevard

Construction activities would be limited to Monday through Friday, 7:00 a.m. to 6:00 p.m., and Saturday, 9:00 a.m. to 5:00 p.m., in compliance with Redondo Beach Municipal Code §4-24.503 unless safety or traffic movement concerns necessitate temporary construction activities outside of these hours. No construction would occur on Sundays or legal holidays.

2.3.4 Environmental Design Features

The following environmental design features have been incorporated into the proposed project to avoid potentially significant environmental impacts:

- **Construction Equipment**.
    - Internal combustion engine-driven equipment shall be equipped with appropriate sound muffling devices, which are properly maintained and used at all times such equipment is in operation.
    - Unnecessary idling of internal combustion engines shall be prohibited.
    - The construction contractor shall require that construction equipment be maintained in good operation condition so as to reduce emissions. The construction contractor shall ensure that all construction equipment is being properly serviced and maintained as per the manufacturer's specification. Maintenance records shall be available at the construction site for City verification.
    - The construction contractor shall require by contract specifications that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, will be turned off when not in use for more than 5 minutes.
    - Project construction plan specifications shall include the following measures to be implemented by the construction contractor to prevent the wasteful or inefficient use of energy and fuel during construction:
        - Implement work schedules and procedures that minimize equipment idle time and double-handling of material; and
        - Use solar power resources for road signs and other applicable equipment required at the construction site.
- **Construction Hours**. Construction activities will comply with Redondo Beach Municipal Code §4-24.503 unless safety or traffic movement concerns necessitate temporary construction activities outside of these hours. Municipal Code §4-24.503 limits construction hours to Monday through Friday, 7:00 a.m. to 6:00 p.m., and Saturday, 9:00 a.m. to 5:00 p.m. No construction will be undertaken on Sundays or legal holidays.
- **Construction Noise**. It shall be the City Engineer's responsibility to ensure that the construction contractor adheres to the following:
    - All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other State of California-required noise attenuation devices.

- A construction notice shall be mailed to residents within a 300-foot radius of the project and shall indicate the dates and duration of construction activities, as well as provide a City of Redondo Beach staff contact name and a telephone number where residents can inquire about the construction process and register comments and complaints.
- Construction haul routes shall be designed to avoid noise-sensitive uses, such as residential neighborhoods, to the extent feasible.
- During construction, stationary construction equipment shall be placed such that noise emissions are away from sensitive noise receptors.

- **Construction Traffic Management**. Prior to the initiation of construction, a Traffic Control Plan shall be prepared and approved by the City Engineer. The Traffic Control Plan shall include, but not be limited to:
  - Measures to provide for safe vehicular, bicycle, and pedestrian movement and minimize congestion during the construction process, including when partial lane closures would be required;
  - Specify that one direction of travel in each direction plus left turn lanes must always be maintained throughout project construction;
  - Measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and provision of a construction flag person to direct traffic during heavy equipment use;
  - Measures to maintain pedestrian and bicycle access through the intersection;
  - Provisions for signage to be placed along northbound Aviation Boulevard prior to the start of construction giving notice to motorists and bicyclists of project construction and signs directing bicyclists to alternative routes;
  - Provision of advance information of project construction and any proposed lane closures to the Redondo Beach and Manhattan Beach police and fire departments; and
  - Provisions for coordination with the City of Manhattan Beach to minimize the potential for lane closures along either Aviation Boulevard in both northbound and southbound directions, or along Artesia Boulevard in both eastbound and westbound directions.

  The Traffic Control Plan shall be incorporated into project specifications for verification prior to final plan approval.

- **Cultural Resources**. If evidence of subsurface cultural resources is found during project construction, all construction activities shall immediately cease within 50 feet of the find and the construction contractor shall inform the City Engineer. A City-approved archaeologist certified by the County of Los Angeles shall evaluate the find. If the

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

- **Fugitive Dust Control During Construction**. The City Engineer shall confirm that the construction is undertaken in compliance with Southern California Air Quality Management District (SCAQMD) Rule 403. Fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rules and Regulations.

  In addition, construction shall comply with SCAQMD Rule 402, which requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site.

  The following measures will be implemented to reduce short-term fugitive dust impacts on nearby sensitive receptors:

  - To prevent excessive amounts of dust, all active unpaved portions of the construction site shall be watered three times daily during daily construction activities, on an as-needed basis during wet weather, and when dust is observed migrating from the project site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour and shall occur if dust is observed migrating from the site during site disturbance.
  - During dry weather, any on-site stockpiles of debris, dirt, or other dusty material with 5 percent or greater silt contrast shall be watered three times daily, enclosed, covered, or non-toxic soil binders shall be applied.
  - All grading and excavation operations shall be suspended when wind speeds exceed 25 miles per hour.
  - Disturbed areas shall be replaced with ground cover or paved immediately after construction is completed in the affected area.
  - Before trucks hauling soil depart the job site, all material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.
  - Construction trucks shall use City-designated truck routes and avoid travel through residential neighborhoods and other sensitive receptors to the extent feasible.

- **Paleontological Resources**. Should disturbance occur in native ground (below soils that were disturbed by previous development and infrastructure), a qualified paleontologist certified by the County of Los Angeles will be retained to respond on an as-needed basis

to address unanticipated paleontological discoveries, and the paleontological requirements shall be incorporated into all construction plans.

If evidence of subsurface paleontological resources is found during project construction, all construction activities shall immediately cease within 50 feet of the find and the construction contractor shall inform the City Engineer. The on-call paleontologist shall assess the find for significance and, if necessary, develop a paleontological resources impact mitigation plan (PRIMP) for review and approval by the City Engineer before construction activities may resume.

- **Requirements for Any Unanticipated Discovery of Human Remains.** If human remains are discovered or recognized during construction-related activities, applicable State of California requirements shall be followed. State Health and Safety Code Section 7050.5 requires there to be no further excavation or disturbance of the immediate location of the remains until the County coroner has been informed and has determined that no investigation of the cause of death is required. If the remains are determined by the coroner to be of Native American origin, the coroner will notify the Native American Heritage Commission (NAHC), which will then identify a most likely descendant (§7050.5; Public Resources Code §5097.98). The most likely descendant will make a recommendation to the City as to the means of treating or disposing of the human remains and any associated grave goods with appropriate dignity, as stipulated in California Public Resources Code §5097.98. Upon discovery of human remains, the City will ensure that the immediate vicinity is not damaged or disturbed until specific conditions are met through discussions with the descendants regarding their preferences for treatment. If the NAHC is unable to identify a descendant, or the descendant fails to respond within 48 hours after being notified by the NAHC, the City is required to reinter the human remains on the property and to protect the site where the remains were reinterred from further and future disturbance. According to the State Health and Safety Code, six or more human burials at one location constitute a cemetery (§8100), and disturbance of Native American cemeteries is a felony (§7052).
- **Soil Management Plan.** The contract for construction of the northbound right turn lane will include the following requirement:
    - If, during construction, the construction contractor discovers unknown wastes or suspect materials that the on-site foreperson believes may involve hazardous wastes/materials, the construction contractor shall:
        - Immediately stop work in the vicinity of the suspected contaminant, removing workers and the public from the area;
        - Notify the City Engineer;
        - Secure the areas as directed by the City;
        - Notify the City's Hazardous Wastes/Materials Coordinator; and

    - Perform remedial activities as required under existing regulatory agency standards.

- **Best Management Practices.** BMPs to be implemented as part of the stormwater management program and general permit may include, but are not limited to, the following measures.
    - Temporary erosion control measures will be employed to control erosion from disturbed areas.
    - Drainage facilities in downstream off-site areas will be protected from sediment using BMPs acceptable to the Los Angeles RWQCB.
    - All construction activities will cease during high wind (winds exceeding 25 miles per hour) and rain storm events.
    - Grass or other vegetative cover will be established on the construction site as soon as possible after disturbance. No disturbed surfaces will be left without erosion control measures in place during the wet season.
    - Maintenance of all erosion control measures, including the clearing of excess debris, throughout all construction phases will be performed to the satisfaction of the City Engineer.

  Project plans and specifications shall provide project-specific site design, source control, and treatment control best management practices (BMPs) including low-impact development to be incorporated into final design. The BMPs will be required to be properly designed and maintained to target pollutants of concern in accordance with the City of Redondo Beach Municipal Storm Water Management Plan and the Los Angeles County Municipal Separate Storm Sewer System Permit.

- **Temporary Nighttime Lighting**. Color-corrected halide lights shall be used for any temporary lighting needed during project construction. Such lighting shall be maintained at the lowest wattage feasible for safety purposes. Poles for temporary nighttime lighting shall be no greater than 20 feet in height. All lights shall be screened and directed downward toward work activities and away from the night sky and nearby uses to the maximum extent possible. The number of nighttime lights used shall be minimized to the greatest extent feasible for safety purposes.
- **Temporary Traffic Controls**. Construction activities shall comply with the most recent version of the Caltrans "California Manual on Uniform Traffic Control Devices" (MUTCD), which includes coordination with local emergency services, training for flagmen for emergency vehicles traveling through the work zone, temporary lane separators that have sloping sides to facilitate crossover by emergency vehicles, and vehicle storage and staging areas for emergency vehicles. MUTCD requirements also provide for construction work during off-peak hours and flaggers.

2.4 IMPROVEMENTS PROPOSED BY THE CITY OF MANHATTAN BEACH AT THE INTERSECTION OF AVIATION BOULEVARD AND ARTESIA BOULEVARD

The City of Manhattan Beach is proposing adding a southbound right-turn lane along Aviation Boulevard onto westbound Artesia Boulevard, diagonal from the intersection improvements being proposed by the City of Redondo Beach. Thus, the cities of Redondo Beach and Manhattan Beach are both proposing improvements within their portions of the intersection of Aviation Boulevard and Artesia Boulevard. Each City has chosen to prepare separate CEQA documentation from the other City due to the independent utility of both improvement projects.

While addition of right-turn lanes for both northbound and southbound traffic along Aviation Boulevard onto Artesia Boulevard would benefit intersection level of service to a greater degree than would either City's improvement without the other, neither the addition of a northbound right-turn lane within Redondo Beach nor the addition a southbound right-turn lane within Manhattan Beach requires that both improvements be constructed. Each proposed right-turn improvement would provide benefits independent of the other proposed improvement. As a result, the cities of Redondo Beach and Manhattan Beach are each considering construction of a right-turn improvement project at the intersection of Aviation Boulevard and Artesia Boulevard without regard to whether the other city also proceeds with its proposed improvement.

3.0 ENVIRONMENTAL FINDINGS

3.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factor(s) checked below would be affected by the proposed project, resulting in at least one impact that is a "Potentially Significant Impact" as indicated by the checklist and discussion on the following pages.

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

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☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

3.2. ENVIRONMENTAL DETERMINATION

On the basis of this Initial Study, which reflects the independent judgment of the City:

☒	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☐	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have (a) been made by or agreed to by the project proponent or (b) mitigation measures will be implemented that will eliminate or reduce such significant effects to a an insignificant level. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Date: 12/13/19

Brandy Forbes, Director
City of Redondo Beach Community Development Department

4.0 EVALUATION OF ENVIRONMENTAL IMPACTS

The CEQA Guidelines Appendix G Initial Study Checklist provides the basis for the evaluation of impacts that would result from the proposed intersection improvement project.

The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

(1) ***Potentially Significant Impact***. The proposed intersection improvement project would generate impacts that are considered to be significant, and additional analysis in the form of an Environmental Impact Report is required to identify mitigation measures and explore alternatives that could reduce these impacts to less than significant levels.

(3) ***Less Than Significant Impact***. The proposed intersection improvement project would have a physical environmental effect that would not be considered to be significant.

(4) ***No Impact***. The proposed intersection improvement project would not have any measurable environmental effect on the environment.

Issues:	*(1) Potentially Significant Impact*	*(2) Less Than Significant with Mitigation Incorpor-ated*	*(3) Less Than Significant Impact*	*(4) No Impact*
4.1 AESTHETICS — Except as provided in Public Resources Code §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) Conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☐	☐	☐	☒

Discussion

a) Would the proposed project have a substantial adverse effect on a scenic vista?

No Impact. Scenic vistas are panoramic views of important visual features, as seen from public viewing areas. The Redondo Beach General Plan does not specifically identify any scenic vistas within or visible from the City. However, the Manhattan Beach General Plan Land Use Element identifies views of the Pacific Ocean as a scenic vista and also notes that tree-lined streets, well-kept neighborhoods, and the Downtown village contribute to the scenic quality of the community.

The northbound right-turn lane improvement project is located within a fully urbanized area that includes commercial and multi-family residential development at the intersection of Aviation Boulevard and Artesia Boulevard. Surrounding development and topography limit long-distance views and the Pacific Ocean is not visible from the project site. Addition of a northbound right-turn lane from Aviation Boulevard onto Artesia Boulevard would not introduce any structures that further block long-distance public views from the project area.

b) Would the proposed project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. There are no officially designated or eligible State scenic highways within or visible from the project site.

c) Would the proposed project conflict with applicable zoning and other regulations governing scenic quality?

No Impact. The proposed project would be required by the City to comply with applicable General Plan policies, zoning, and other regulations governing scenic quality, including but not limited to the following requirements:

- Redondo Beach General Plan Land Use Element provisions that require public sites to be designed to incorporate landscaped setbacks, walls, and other appropriate elements to mitigate operational and visual impacts on adjacent land uses.
- Redondo Beach General Plan Land Use Element provisions that call for establishing a system of visually attractive public open spaces, which creates a high quality and distinctive image for the City; containing street landscape, unified public signage, well-defined entries, and other elements.
- Redondo Beach Municipal Code sign regulations (Section 10-2.1810) addressing the size, type, and location of signs, in part to ensure that signs do not visually dominate the zone in which they are located, contribute to creating a high-quality visual environment, and meet relevant design standards.

Existing ornamental landscaping along the east side of Aviation Boulevard would be relocated as part of the proposed project. Existing gas station signage would be relocated within the gas station property adjacent to the rights-of-way of Aviation Boulevard and Artesia Boulevard.

d) Would the proposed project create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?

No Impact. Construction activities would comply with Redondo Beach Municipal Code §4-24.503, which limits construction hours to Monday through Friday, 7:00 a.m. to 6:00 p.m., and Saturday, 9:00 a.m. to 5:00 p.m., unless safety or traffic movement concerns necessitate temporary construction activities outside of these hours. Should such temporary night lighting be required, it would be screened and directed downward toward work activities and away from the night sky and nearby uses to the maximum extent possible. The number

of nighttime lights would also be minimized to the greatest extent feasible for safety purposes.

The existing traffic signal and light pole in the southeast quadrant of the Aviation Boulevard and Artesia Boulevard intersection would be slightly relocated to accommodate turning movements from the new northbound right-turn lane; however, no new sources of light would be introduced. The relocated traffic signal and light pole would have the same level of illumination and use the same materials as the existing signal and light pole so as not to generate daytime glare. Thus, the proposed project would have no effect on daytime glare or nighttime lighting levels.

Aesthetics References

Documents

City of Manhattan Beach, *Public Review Draft, Initial Study/Mitigated Negative Declaration Aviation Boulevard at Artesia Boulevard Southbound to Westbound Right Turn Improvement Project*, May 2019.

Online Resources

City of Redondo Beach, *General Plan*, available online: https://www.redondo.org/depts/community_development/planning/general_plan/default.asp. Accessed May 10, 2019.

City of Redondo Beach, *Municipal Code*, available online: http://www.qcode.us/codes/redondobeach/. Accessed May 10, 2019.

State of California, *Scenic Highway Mapping System*, available online: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/. Accessed May 10, 2019.

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Issues:	*(1) Potentially Significant Impact*	*(2) Less Than Significant with Mitigation Incorpor-ated*	*(3) Less Than Significant Impact*	*(4) No Impact*
4.2 AGRICULTURE AND FORESTRY RESOURCES — 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 §12220(g)), timberland (as defined by Public Resources Code Section 4256), or timberland zoned Timberland Production (as defined by Government Code §51104(g))?				
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion

a) Would the proposed project 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. There are no lands within the City of Redondo Beach shown as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency.

b) Would the proposed project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. There are no lands within the City of Redondo Beach zoned for agricultural use or subject to a Williamson Act contract.

c) Would the proposed project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined by Public Resources Code §4256), or timberland zoned Timberland Production (as defined by Government Code §51104(g))?

No Impact. There are no lands within the City of Redondo Beach zoned for forest land (as defined in Public Resources Code §12220(g)), timberland (as defined by Public Resources Code §4256), or Timberland Production (as defined by Government Code §51104(g)).

d) Would the proposed project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. Because there are no forest lands within the City of Redondo Beach, the widening of Aviation Boulevard to add a northbound right-turn lane onto Artesia Boulevard would not result in any loss of forest land or conversion of forest land to non-forest use.

e) Would the proposed project 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. Because there are no agricultural or forest lands within the City of Redondo Beach, widening of Aviation Boulevard to add a northbound right-turn lane onto Artesia Boulevard would not involve any changes to the existing environment that could result in either conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

Agriculture and Forestry Resources References

Online Resources

California Department of Conservation, Important Farmland in California, Farmland Mapping and Monitoring Program, available online: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed May 6, 2019.

California Department of Forestry and Fire Protection (CalFire), Fire and Resource Assessment Program, Land Cover: Multi-Source Data Compiled for Forest and Range 2006 Assessment, available online: http://frap.fire.ca.gov/data/frapgismaps/pdfs/comrisk_map.pdf. Accessed May 6, 2019.

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Issues:	*(1) Potentially Significant Impact*	*(2) Less Than Significant with Mitigation Incorporated*	*(3) Less Than Significant Impact*	*(4) No Impact*
4.3 AIR QUALITY — Would the project:				
a) Conflict with or obstruct implementation of the applicable South Coast Air Quality Management 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?	☐	☐	☒	☐

Discussion

a) Would the proposed project conflict with or obstruct the implementation of the applicable South Coast Air Quality Management Plan?

Less Than Significant Impact. The project site is within the South Coast Air Basin, which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties and all of Orange County. The South Coast Air Basin is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Southern California Air Quality Management District (SCAQMD) is the regional agency responsible for air quality regulation within the South Coast Air Basin.

The SCAQMD is responsible for developing and adopting an Air Quality Management Plan (AQMP), which serves as guidance to bring the region into compliance with federal and state air quality standards. The most recent plan is the 2016 AQMP, which sets forth a comprehensive and integrated program to achieve and maintain regional compliance with state and federal air quality standards.

According to the SCAQMD's CEQA Handbook, a project must meet both of the following criteria to be found consistent with the AQMP:

1. The project would not result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
2. The project would not generate population and employment growth in excess of the assumptions in the AQMP.

Consistency Criterion No. 1 refers to violations of National Ambient Air Quality Standards and California Ambient Air Quality Standards, rather than to total regional emissions. As discussed in Response 4.3(c), below, localized concentrations of carbon monoxide (CO), nitrogen oxides (NO_X), and particulate matter (PM_{10} and $PM_{2.5}$) would be less than significant. Therefore, the proposed project would not result in an increase in the frequency or severity of existing air quality violations.

Consistency Criterion No. 2 refers to the growth forecasts and associated assumptions used as the basis for regional air quality management planning. The future air quality levels projected in the AQMP are based on Southern California Association of Governments (SCAG) growth projections, which are based, in part, on the general plans of cities located within the SCAG region. Projects that are consistent with the regional population, housing, and employment forecasts identified by SCAG are considered to be consistent with the AQMP growth projections, since the SCAG forecast assumptions form the basis of the land use and transportation control portions of the AQMP. Addition of a northbound right-turn lane from Aviation Boulevard to Artesia Boulevard would meet Consistency Criterion No. 2 for the following reasons:

- The proposed project does not involve the construction of any homes, businesses, or other uses that would result in population growth or long-term increase in air pollutant emissions and is therefore consistent with regional growth forecasts.
- The proposed project would result in less than significant air pollutant emissions impacts. Compliance with emission reduction measures identified by the SCAQMD would be required as identified in the project's Environmental Design Features (see Section 2.3.4).
- The proposed project would increase mobility within a fully urbanized area and would reduce vehicle delay and idling time by allowing northbound vehicles to make right turns onto Artesia Boulevard without slowing down northbound through lanes.

b) Would the proposed project 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 discussion addresses impacts from project construction and project operations.

Construction Impacts

Activities such as pavement demolition, grading and excavation, paving, and utility relocation associated with proposed northbound right-turn improvements would result in emissions of reactive organic gases (ROG), CO, NOx, sulfur dioxide (SO_2), PM_{10}, and $PM_{2.5}$. PM_{10} and $PM_{2.5}$ emissions would occur from fugitive dust (due to earthwork and excavation) and from construction equipment exhaust. The majority of PM_{10} and $PM_{2.5}$ emissions would be generated by fugitive dust from grading and excavation operations. Exhaust emissions from construction activities would include emissions associated with the transport of machinery and supplies to and from the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to and from the site.

As part of its proposed southbound right-turn improvements from Aviation Boulevard to Artesia Boulevard, the City of Manhattan Beach undertook an analysis of emissions of criteria pollutants and found that emissions of criteria pollutants that would result from construction of a southbound right-turn lane from Aviation Boulevard to Artesia Boulevard would be as follows, and would be well below SCAQMD's thresholds of significance:

- ROG: 3.67 pounds per day (approximately 4.9 percent of the 75 pounds per day threshold).
- NO_X: 38.15 pounds per day (approximately 38.2 percent of the 100 pounds per day threshold).
- CO: 28.02 pounds per day (approximately 5.1 percent of the 550 pounds per day threshold).
- SO_2: 0.05 pound per day (approximately 0.03 percent of the 150 pounds per day threshold).
- PM_{10}: 3.81 pounds per day (approximately 2.5 percent of the 150 pounds per day threshold).
- $PM_{2.5}$: 1.75 pounds per day (approximately 3.2 percent of the 55 pounds per day threshold).

Because the Redondo Beach right-turn lane improvements involve a slightly smaller area (approximately 10,000 square feet) than does the Manhattan Beach project (approximately 0.5 acre), the criteria pollutant construction emissions identified by the City of Manhattan Beach would be greater than those that would result from the Redondo Beach project.

The 2016 AQMP sets forth strategies to reduce criteria pollutant emissions with which the proposed project would comply (see Section 2.3.4, Environmental Design Features). Rule 403 requires that fugitive dust be controlled with the best available control measures in order to reduce dust so that it does not remain visible in the atmosphere beyond the property line of the proposed project. Because the proposed project would implement applicable requirements of the 2016 AQMP, which outlines strategies required to be implemented by projects throughout the South Coast Air Basin in order to achieve state and federal air quality standards, impacts would not be cumulatively considerable.

Operations Impacts

The proposed project does not involve the construction of any homes, businesses, or other uses that would result in population growth or long-term increase in mobile or stationary source air pollutant emissions. The proposed project would, however, increase mobility within a fully urbanized area and would reduce vehicle delay and idling time, along with associated pollutant emissions, by allowing northbound vehicles to make right turns onto Artesia Boulevard without slowing down northbound through lanes. Because the proposed project would not result in any net increase in long-term air pollutant emissions, it would not make a cumulatively considerable contribution to any cumulative air quality impact.

c) Would the proposed project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive receptors include facilities or land uses populated by those who are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these receptors are residences, schools, hospitals, and daycare centers. Sensitive receptors surrounding the project site include housing along the west side of Aviation Boulevard, approximately 50 feet from the project site.

Construction Impacts

Construction activities associated with adding a northbound right-turn lane from Aviation Boulevard to Artesia Boulevard would produce diesel particulate emissions and $PM_{2.5}$ emissions due to combustion from equipment such as pavers, loaders, and backhoes, as well as haul truck trips, resulting in elevated pollutant concentrations at nearby receptors.

As part of its proposed southbound right-turn lane improvements from Aviation Boulevard to Artesia Boulevard, the City of Manhattan Beach undertook an analysis of localized significance thresholds (LST) for construction and operations impacts (area sources only).

Based on the SCAQMD LST methodology, because the Manhattan Beach project would have a maximum daily soil disturbance of approximately 0.5 acre during the grading phase,

the LST thresholds for 1.0 acre were conservatively used for the construction LST analysis. Because the right-turn lane projects proposed by both the cities of Manhattan Beach and Redondo Beach would cumulatively involve less than 1.0 acre of maximum daily soil disturbance even if they occurred at the same time, the Manhattan Beach LST analysis would account for the impacts of both cities' proposed projects.

The Manhattan Beach LST analysis identifies the localized significance of emissions for a 1-acre site (approximately the combined size of the intersection projects proposed by both the cities of Manhattan Beach and Redondo Beach) as follows:

- NO_X: 1.64 pounds per day (approximately 1.8 percent of the 91 pounds per day threshold).
- CO: 15.66 pounds per day (approximately 2.3 percent of the 674 pounds per day threshold).
- PM_{10}: 1.65 pounds per day (approximately 33 percent of the 5 pounds per day threshold).
- $PM_{2.5}$: 1.26 pounds per day (approximately 42 percent of the 3 pounds per day threshold).

Thus, construction emissions associated with northbound right-turn improvements from Aviation Boulevard to Artesia Boulevard would be well below localized significance thresholds.

Operations Impacts

Because the proposed project does not include any stationary sources of emissions, nor would it attract mobile sources that may spend extended periods queuing or idling at the intersection, such as would occur at a warehouse or truck stop, LSTs would not apply to long-term operations of the proposed project.

CO concentration is a direct function of motor vehicle activity (e.g., idling time and traffic flow conditions), particularly during peak commute hours and certain meteorological conditions. Under specific meteorological conditions (e.g., stable conditions that result in poor dispersion), CO concentrations may reach unhealthy levels with respect to local sensitive land uses such as residential areas, schools, and hospitals. Because of reduced speeds and vehicle queuing, "hot spots" if they occur would typically do so at high traffic volume intersections.

A detailed CO analysis was conducted in the Federal Attainment Plan for Carbon Monoxide (CO Plan) for the SCAQMD's 2003 AQMP, which is the most recent AQMP that addresses CO concentrations. The locations that were selected for microscale modeling of CO are

worst-case intersections in the South Coast Air Basin and were therefore assumed to experience the highest CO concentrations.

Of these locations, the Wilshire Boulevard/Veteran Avenue intersection in Los Angeles experienced the highest CO concentration (4.6 parts per million [ppm]), which is well below the 35-ppm 1-hour CO federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of the most congested intersections in Southern California, with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day.

Because a CO hotspot was not found to occur at the Wilshire Boulevard/Veteran Avenue intersection, it can be reasonably inferred that CO hotspots would not be experienced at the intersection of Aviation Boulevard and Artesia Boulevard due to its substantially lower volumes. Additionally, since the proposed project would reduce vehicle idling time at the intersection of Aviation Boulevard and Artesia Boulevard and would not generate any new traffic trips, a CO hotspot would not occur as the result.

d) Would the proposed project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. Offensive odors rarely cause physical harm; however, they can be unpleasant, leading to stress among members of the public and generating citizen complaints. The proposed addition of a northbound right-turn lane from Aviation Boulevard to Artesia Boulevard would not include any use that would be a source of odors, such as agriculture, wastewater treatment, food processing, oil refining, chemical manufacturing, fiberglass molding, painting/coating operations, composting, landfilling, or solid waste transfer.

Construction associated with right-turn lane improvements would generate airborne odors, such as from diesel equipment and during paving operations and relocation of landscaping (fertilizing new plantings). However, the potential for emission of odors generated during construction would be short-term and intermittent during project construction.

Air Quality References

Documents

City of Manhattan Beach, Public Review Draft, Initial Study/Mitigated Negative Declaration Aviation Boulevard at Artesia Boulevard Southbound to Westbound Right Turn Improvement Project, May 2019.

Online Resources

SCAQMD, *Final Localized Significance Threshold Methodology*, Appendix C – Mass Rate LST Look-up Tables, 2003, Revised October 21, 2009, available online: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2. Accessed May 7, 2019.

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Issues:	*(1) Potentially Significant Impact*	*(2) Less Than Significant with Mitigation Incorporated*	*(3) Less Than Significant Impact*	*(4) No Impact*
4.4 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 Wildlife or the 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, or regulations or by the California Department of Fish and Wildlife or the 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 City of Redondo Beach 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?	☐	☐	☐	☒

Discussion

f) Would the proposed project 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 Wildlife or the U.S. Fish and Wildlife Service?

No Impact. Addition of a northbound right-turn lane from Aviation Boulevard to Artesia Boulevard would occur in a fully urbanized area. There is no suitable habitat that could support 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 Wildlife or the U.S. Fish and Wildlife Service, within or adjacent to the project site.

All construction activities associated with the proposed project would occur within the rights-of-way for Aviation Boulevard and Artesia Boulevard and within portions of the existing Shell gas station immediately adjacent to those rights-of-way (see Figure 2). With the exception of ornamental landscaping adjacent to existing sidewalks, the project site consists of existing pavement and concrete sidewalks. Each of the four quadrants of the intersection adjacent to the project site have been developed with commercial or multi-family residential uses.

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

No Impact. As noted in Response 4.4a, above, the proposed project would occur in a fully urbanized area. Project construction activities would affect only a narrow strip of ornamental landscaping within an existing gas station adjacent to roadway rights-of-way. There are no riparian habitat areas or other sensitive natural communities within or adjacent to the project site.

h) Would the proposed project 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. As noted in Response 4.4a, above, the proposed project would occur in a fully urbanized area. Project construction activities would affect only a narrow strip of ornamental landscaping within an existing gas station adjacent to roadway rights-of-way. There are no state or federally protected wetlands within or adjacent to the project site.

i) Would the proposed project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. As noted in Response 4.4a, above, the proposed project would occur in a fully urbanized area. Project construction activities would affect only a narrow strip of ornamental landscaping within an existing gas station adjacent to roadway rights-of-way. The project area is a heavily used roadway intersection with limited non-native ornamental landscaping that would not be suitable for a wildlife movement.

j) Would the proposed project conflict with any City of Redondo Beach policies or ordinances protecting biological resources?

No Impact. The proposed project is not subject to any City of Redondo Beach policies or ordinances protecting biological resources. The proposed roadway improvements would require removal of portions of existing ornamental landscaping along Aviation Boulevard, within the western portion of the project site, for construction of street improvements; however, trees would be replaced.

k) Would the proposed project 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. Neither the project site nor any surrounding land is located within or adjacent to the boundaries of a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Biological Resources References

Documents

City of Manhattan Beach, *Public Review Draft, Initial Study/Mitigated Negative Declaration Aviation Boulevard at Artesia Boulevard Southbound to Westbound Right Turn Improvement Project*, May 2019.

Online Resources

City of Redondo Beach, *General Plan*, available online: https://www.redondo.org/depts/community_development/planning/general_plan/default.asp. Accessed May 10, 2019.

City of Redondo Beach, *Municipal Code*, available online: http://www.qcode.us/codes/redondobeach/. Accessed May 10, 2019.

Issues:	*(1) Potentially Significant Impact*	*(2) Less Than Significant with Mitigation Incorpor-ated*	*(3) Less Than Significant Impact*	*(4) No Impact*
4.5 CULTURAL RESOURCES — Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Discussion

a) Would the proposed project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines §15064.5?

No Impact. The Initial Study/Proposed Mitigated Declaration that was prepared to analyze addition of a southbound right-turn lane from Aviation Boulevard to Artesia Boulevard within the City of Manhattan Beach includes a Cultural and Paleontological Resources Assessment documenting a field survey and records search at the South Central Coast Information Center (SCCIC) of the California Historic Resources Inventory System (CHRIS) located at California State University, Fullerton.

The results of the record search indicate that 10 previous studies have been completed within a half-mile radius of the intersection of Aviation Boulevard and Artesia Boulevard and that previous studies did not find any historic resources occurring at this intersection. In addition, the field survey performed as part of the Cultural and Paleontological Resources Assessment for roadway improvements in the northwest quadrant of the Aviation Boulevard/Artesia Boulevard intersection did not find evidence of historic resources at this intersection. Because there are no historic resources present at or adjacent to the project site, a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines §15064.5 would not occur.

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

Less Than Significant Impact. The intersection of Aviation Boulevard and Artesia Boulevard is within a fully urbanized area and has been previously affected by grading and ground disturbance during construction of the existing roadway and adjacent gas station. According to the Cultural and Paleontological Resources Assessment prepared by the City of Manhattan Beach, a records search undertaken for that City's southbound right-turn lane improvements indicated that there are no archaeological sites in the vicinity of the intersection of Aviation Boulevard and Artesia Boulevard.

It is unlikely that construction of northbound right-turn improvements by the City of Redondo Beach would extend deeper than 5 feet below the ground surface into soils below those that were previously disturbed by construction of existing roadways and the adjacent gas station. However, as specified in Section 2.3.4, Environmental Design Features, in the event of an unanticipated discovery during project construction, ground-disturbing activities would be halted until a City-approved qualified consulting archaeologist assesses the significance of the find according to CEQA Guidelines §15064.5. If any find is determined to be a unique archaeological resource, the City and the consulting archaeologist would determine the appropriate measures to be taken. All archaeological resources recovered would be subject to scientific analysis, professional museum curation, and documentation according to current professional standards.

c) Would the proposed project disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. There is no indication that any portion of the intersection of Aviation Boulevard and Artesia Boulevard or adjacent land has been used for human burial purposes. However, in the unlikely event that human remains are encountered during construction activities, in compliance with §7050.5 of the California Health and Safety Code, construction or excavation would be stopped in the vicinity of discovered human remains until the coroner makes the determinations required by the Health and Safety Code and provides recommendations concerning the treatment and disposition of the human remains to the City in the manner provided in §5097.98 of the Public Resources Code. Should the coroner determine the remains are those of a Native American, the following actions would be taken:

- The coroner will contact the Native American Heritage Commission (NAHC), in accordance with Health and Safety Code §7050.5 (c), and Public Resources Code §5097.98 (as amended by Assembly Bill 2641).

- The NAHC will identify the person(s) thought to be the Most Likely Descendent (MLD) of the deceased Native American, who will help determine what course of action should be taken in dealing with the remains.
- In accordance with Public Resources Code §5097.98, the specific entity responsible for the project will ensure that, according to generally accepted cultural or archaeological standards or practices, the immediate vicinity where the Native American human remains are located is not damaged or disturbed by further construction activity until the City has discussed and conferred, as prescribed in Public Resources Code §5097.98, with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.

Cultural Resources References

Documents

Cogstone, *Cultural and Paleontological Resources Assessment for the Aviation Boulevard at Artesia Boulevard Southbound to Westbound Right Turn Improvement Project*, City of Manhattan Beach, California, October 2018, cited in:

City of Manhattan Beach, *Public Review Draft, Initial Study/Mitigated Negative Declaration Aviation Boulevard at Artesia Boulevard Southbound to Westbound Right Turn Improvement Project*, May 2019.

Issues:	*(1) Potentially Significant Impact*	*(2) Less Than Significant with Mitigation Incorporated*	*(3) Less Than Significant Impact*	*(4) No Impact*
4.6 ENERGY — Would the project:				
a) Result in a 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?	☐	☐	☒	☐

Discussion

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

Less Than Significant Impact. Construction of northbound right-turn improvements from Aviation Boulevard to Artesia Boulevard would use construction equipment and techniques that are typical for roadway projects throughout the state. Nighttime construction activities requiring lighting would be avoided unless needed to address safety or traffic movement concerns on a temporary basis. Over the long term, the roadway improvements proposed by the City of Redondo Beach would decrease fuel consumption by reducing the idling time of vehicles waiting to turn right or pass through the intersection of Aviation Boulevard and Artesia Boulevard.

The proposed project would not, therefore, involve any wasteful, inefficient, or unnecessary consumption of energy resources.

b) Would the proposed project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. Addition of a northbound right-turn lane from Aviation Boulevard to Artesia Boulevard would improve fuel efficiency by reducing the idling time of vehicles waiting to turn right or pass through the intersection of Aviation Boulevard and Artesia Boulevard. Such improvements are consistent with and would not conflict with or obstruct state and local plans for energy efficiency.

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Issues:	*(1) Potentially Significant Impact*	*(2) Less Than Significant with Mitigation Incorpor-ated*	*(3) Less Than Significant Impact*	*(4) No Impact*
4.7 GEOLOGY AND SOILS — Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, 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?	☐	☐	☒	☐

Discussion

a) Would the proposed project directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State

Geologist for the area or based on other substantial evidence of a known fault?

No Impact. The Alquist-Priolo Earthquake Fault Zoning Act requires the delineation of zones by the California Department of Conservation, Geological Survey (CGS, formerly known as the California Division of Mines and Geology [CDMG]) along sufficiently active and well-defined faults. The active fault nearest to the intersection of Aviation Boulevard and Artesia Boulevard is the Inglewood fault, located approximately 5.8 miles northeast of the project site. Because there are no Alquist-Priolo Earthquake Fault Zones within the vicinity of the project site, no impacts related to fault rupture hazards would result from the project.

ii. Strong seismic ground shaking?

Less Than Significant Impact. The intersection of Aviation Boulevard and Artesia Boulevard is located within the seismically active Southern California region. Within this region, numerous active seismic faults are capable of generating strong seismic ground shaking, resulting in damage to structures as well as human injuries and deaths.

The proposed northbound right-turn improvements would not add residents, employees, or new structures that would be subject to hazards from strong ground shaking. Both Aviation Boulevard and Artesia Boulevard would be subject to strong ground shaking in the event of a major earthquake, resulting in damage to pavement surfaces. Existing structures at the intersection that would be relocated as part of the proposed project, including a traffic signal/street light pole and signage for the gas station, could collapse in the event of severe groundshaking. However, roadway design, pavement construction, and the relocated utility pole and signage would comply with the California Building Code (CBC) and existing City standards including Title 9, Chapter 1 of the Redondo Beach Municipal Code (Building Code). Thus, substantial loss, injury, or death due to ground shaking would not occur as the result of the proposed project.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is a seismic phenomenon in which loose, saturated, granular soils behave similar to a fluid when subject to high-intensity ground shaking. Liquefaction occurs when three general conditions co-exist: (a) shallow groundwater, (b) low-density non-cohesive (granular) soils, and (c) high-intensity ground motion. According to the Redondo Beach General Plan, these conditions are limited to the coastal zone. The geotechnical report prepared for intersection improvements proposed by the City of Manhattan Beach confirms that the intersection

of Aviation Boulevard and Artesia Boulevard is not within an area that is subject to liquefaction hazards.

The intersection of Aviation Boulevard and Artesia Boulevard would be subject to seismic-related ground failure, including liquefaction, in areas of undocumented fill and areas with shallow groundwater, resulting in potential damage to pavement surfaces. However, substantial loss, injury, or death on an at-grade facility would be extremely rare.

iv. Landslides?

No Impact. The intersection of Aviation Boulevard and Artesia Boulevard is in a flat area that is not subject to landslide hazards.

b) Would the proposed project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Construction activities associated with the proposed northbound right-turn lane improvements would be required to implement best management practices (BMPs) to minimize the potential for erosion. Such BMPs would be specified in a Storm Water Pollution Prevention Program (SWPPP) in accordance with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit and the City of Redondo Beach's Municipal Regional Stormwater Permit. See also Section 2.3.4 for discussion of the SWPPP.

c) Would the proposed project 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 intersection of Aviation Boulevard and Artesia Boulevard is in a flat area that is not subject to landslide hazards, nor is it within an area that is subject to liquefaction hazards. To prevent subsidence or collapse, any ground surface that is disturbed would be properly compacted prior to any paving, landscaping, or other construction activities.

d) Would the proposed project be located on expansive soil, creating substantial direct or indirect risks to life or property?

No Impact. The Geotechnical Report prepared for the improvements proposed by the City of Manhattan Beach in the northwest quadrant of the intersection of Aviation Boulevard and

Artesia Boulevard notes that this intersection is located in a region with late Pleistocene marine terrace deposits, generally consisting of silty sand with local gravels that are found throughout the Palos Verdes Peninsula. The near-surface soils at this intersection are not expansive.

e) Would the proposed project 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 northbound right-turn improvements would not add residents, employees, or new structures that would generate a need for wastewater disposal.

f) Would the proposed project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. The Cultural and Paleontological Resources Assessment prepared for the improvements proposed by the City of Manhattan Beach in the northwest quadrant of the intersection of Aviation Boulevard and Artesia Boulevard reports that soils at this intersection are mapped as late to middle Pleistocene older wind-blown (eolian) sand dunes between 11,700 and 500,000 years old and that brown silty sands consistent with dune sands extend to approximately 13 feet below the surface. Although not mapped, modern artificial fill is present in shallow soils, as the intersection and adjacent lands have been entirely disturbed.

The Manhattan Beach Cultural and Paleontological Resources Assessment further reports that a search for paleontological records conducted at the Natural History Museum of Los Angeles County revealed no previously known fossils (localities) within 1 mile of the project area and that 23 localities are known within a 5-mile radius of the project site. Wind-blown dunes typically do not preserve fossils, and no fossils of scientific value are known to be present in artificial fill deposits.

Ground disturbance associated with the proposed northbound right-turn improvements would be less than 5 feet below the existing ground surface; however, deeper excavations may be needed to relocate existing utilities within the roadway right-of-way.

Due to the disturbed nature of the site and the geology of the area, it is not anticipated that paleontological resources would be encountered as a result of project construction. Should disturbance occur in native ground (below soils that were disturbed by previous development and infrastructure), a qualified paleontologist would be retained to respond on an as-needed basis to address unanticipated paleontological discoveries, and the paleontological requirements would be incorporated into all construction plans (see Section 2.3.4, Environmental Design Features).

In the unlikely event that paleontological resources are encountered during grading and construction operations, all construction activities would be halted or redirected to provide for a qualified paleontologist to assess the find for significance and, if necessary, develop a paleontological resources impact mitigation plan (PRIMP) for the review and approval by the City prior to resuming construction activities. See Section 2.3.4, Environmental Design Features.

Geology and Soils References

Documents

City of Manhattan Beach, *Public Review Draft, Initial Study/Mitigated Negative Declaration Aviation Boulevard at Artesia Boulevard Southbound to Westbound Right Turn Improvement Project*, May 2019.

Cogstone, *Cultural and Paleontological Resources Assessment for the Aviation Boulevard at Artesia Boulevard Southbound to Westbound Right Turn Improvement Project*, City of Manhattan Beach, California, October 2018, cited in:

City of Manhattan Beach, *Public Review Draft, Initial Study/Mitigated Negative Declaration Aviation Boulevard at Artesia Boulevard Southbound to Westbound Right Turn Improvement Project*, May 2019.

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California Department of Conservation, *EQ Zapp: California Earthquake Hazards Zone Application*, available online: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed May 14, 2019.

United States Department of Agriculture Natural Resources Conservation Service, *Web Soil Survey*, 2016, available online: http://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm. Accessed April 26, 2019.

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Issues:	*(1) Potentially Significant Impact*	*(2) Less Than Significant with Mitigation Incorporated*	*(3) Less Than Significant Impact*	*(4) No Impact*
4.8 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?	☐	☐	☒	☐

Discussion

a) Would the proposed project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. Construction of a northbound right-turn lane from Aviation Boulevard onto Artesia Boulevard would result in emissions of greenhouse gases such as carbon dioxide (CO_2), nitrous oxide (N_2O), and methane (CH_4) from the operation of construction equipment, as well as transport of materials and construction workers to and from the site. Construction activities would occur over a less than 6-month period.

As part of its proposed southbound right-turn improvements from Aviation Boulevard to Artesia Boulevard, the City of Manhattan Beach undertook an analysis of greenhouse gas emissions. That analysis concluded that a total of 118 metric tons of CO_2 equivalent ($MTCO_2e$) would be generated during construction of the City of Manhattan Beach's project. Although the Southern California Air Quality Management District (SCAQMD) has not formally approved greenhouse gas emissions thresholds, the SCAQMD is proposing a screening threshold of 3,000 $MTCO_2e$. Because the intersection improvements proposed by the cities of Redondo Beach and Manhattan Beach are similar and the Manhattan Beach project would result in greenhouse gas emissions that are less than 4 percent of the applicable significance threshold, greenhouse gas emissions from the Redondo Beach project would also be far below SCAQMD's proposed screening threshold of 3,000 $MTCO_2e$.

The proposed northbound right-turn lane from Aviation Boulevard to Artesia Boulevard would not add to the existing inventory of residential, business, or other uses that would generate ongoing greenhouse gas emissions following construction of intersection

improvements. In addition, as discussed in Section 4.14, Population and Housing, of this Initial Study, while the proposed project would improve traffic efficiency and safety within the immediate vicinity of the intersection of Aviation Boulevard and Artesia Boulevard, it would not remove a barrier to growth or induce additional development. Thus, the proposed project would not directly or indirectly increase the number of existing or future vehicle trips, nor result in a long-term increase in greenhouse gas emissions.

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

Less Than Significant Impact. Among the goals of the City of Redondo Beach General Plan Circulation Element is to reduce greenhouse gas emissions (Goal G.7, Take Action on Climate Change). Several strategies are set forth in the Circulation Element to accomplish this goal, including easing traffic congestion, discouraging single-occupant vehicles, and increasing the use of transit and non-motorized forms of transportation. The proposed northbound right-turn improvements at the intersection of Aviation Boulevard and Artesia Boulevard are consistent with this goal and its related strategies.

Northbound right-turn improvements at the intersection of Aviation Boulevard and Artesia Boulevard are included in the South Bay Transportation Project List—Coastal Corridor study completed by the South Bay Cities Council of Governments (SBCCOG), as well as the SBCCOG Goods Movement Study, which identifies improvements along Aviation Boulevard as a priority number one project.

The Southern California Association of Governments (SCAG) 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), adopted April 7, 2016, sets forth a long-range vision for the Southern California region and establishes a combination of transportation and land use strategies that help the region achieve state greenhouse gas emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support the vital goods movement industry, and use resources more efficiently.

By reducing delay and congestion at the intersection of Aviation Boulevard and Artesia Boulevard without increasing long-term GHG emissions, the project is consistent with and would not conflict with applicable plans, policies, and regulations to reduce greenhouse gas emissions.

Greenhouse Gas Emissions References

Documents

City of Manhattan Beach, *Public Review Draft, Initial Study/Mitigated Negative Declaration Aviation Boulevard at Artesia Boulevard Southbound to Westbound Right Turn Improvement Project*, May 2019.

Southern California Association of Governments, *Final 2016-40 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS)*, Adopted April 2016.

Online Resources

City of Redondo Beach, *General Plan*, available online: https://www.redondo.org/depts/community_development/planning/general_plan/default.asp. Accessed May 10, 2019.

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Issues:	*(1) Potentially Significant Impact*	*(2) Less Than Significant with Mitigation Incorporated*	*(3) Less Than Significant Impact*	*(4) No Impact*
4.9 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 ¼ 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 §65962.5 and, as a result, create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) Result in a safety hazard for people residing or working in the project area due to operation of an airport with an airport land use plan or due to operation of a public or public use airport that is within two miles of the project site and does not have an airport land use plan?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Discussion

a) Would the proposed project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Project construction would include routine use of hazardous materials in the form of paints, solvents, and other common materials containing potentially

toxic substances. While the proposed northbound right-turn lane would not introduce any new uses that would involve the routine transport, use, or disposal of hazardous materials, the transport of hazardous materials along Aviation Boulevard and Artesia Boulevard would continue.

Construction Impacts

Removal of asphalt and concrete during demolition of existing pavement, curbs, gutters, and sidewalks has the potential to cause dust, but not the release of hazardous materials. Project construction would include routine use of hazardous materials in the form of paints, solvents, and other common materials containing potentially toxic substances. These types of materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials is regulated by County of Los Angeles Fire Department Health and Hazardous Materials Division, which provides regulatory oversight for federal, state, and local laws and regulations related to hazardous materials use and disposal within the City of Redondo Beach.

Because project construction would be required to comply with all applicable legal requirements for the use of hazardous materials, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Operations Impacts

After the project is constructed, transport of potentially hazardous materials would continue to occur on Aviation Boulevard and Artesia Boulevard as it currently does and would include routine delivery of gasoline to the existing gas station in the southeast quadrant of the intersection. As discussed in relation to transportation and population and housing impacts (see Sections 4.14 and 4.17 of this Initial Study), addition of a northbound right-turn lane from Aviation Boulevard onto Artesia Boulevard would not increase traffic through the intersection. Thus, following construction, the proposed project would not increase hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials.

The transport of hazardous materials is subject to applicable federal and state regulations to reduce the risk of accidental spills, leaks, fire, or other hazardous conditions. Appropriate documentation for hazardous materials that are transported along Aviation Boulevard and Artesia Boulevard is required for compliance with the existing hazardous materials regulations. The U.S. Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials (Code of Federal Regulations Titles 40, 42, 45, and 49 and implemented by California Code of Regulations Titles 17, 19, 22, and 27), and compliance with applicable regulations as well as

oversight by the appropriate federal, state, and local agencies would minimize the risk of hazardous materials exposure during transport.

b) Would the proposed project 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. Grading during construction of the proposed project may expose construction workers and the public to potentially unknown hazardous substances present in the soil. If any unidentified sources of contamination are encountered during grading or construction, the handling and removal activities required could pose health and safety risks to workers and the public. In addition, the potential exists for accidents at the intersection of Aviation Boulevard and Artesia Boulevard to involve trucks hauling hazardous materials or to result in the spill of hazardous materials such as gasoline.

As discussed below, the potential for the proposed project to create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment is less than significant.

Existing Conditions

To identify any existing soil contamination that might be encountered during construction of a northbound right-turn lane from Aviation Boulevard onto Artesia Boulevard, a Phase I Environmental Site Assessment and a Limited Phase II Environmental Site Assessment were prepared. In addition, the City of Manhattan Beach conducted a Phase I Environmental Site Assessment for its proposed southbound right-turn lane from Aviation Boulevard onto Artesia Boulevard. These Environmental Site Assessments can be found in Appendix A, Appendix B, and Appendix C of this Initial Study.

On November 6, 2018, soil borings at the Redondo Beach project site were taken as part of the Limited Phase II Environmental Site Assessment to a depth of 16 feet below ground surface. Soils observed in the borings generally consisted of uniform silty fine-grained sands that were relatively moist and ranged in color from dark brown to yellowish brown.

The laboratory analysis of Phase II soil borings indicated that shallow soils within the project site contain low concentrations of diesel-range hydrocarbons, and that numerous volatile organic compound (VOC) constituents are present in soil vapor, also at low concentrations. The Limited Phase II Environmental Site Assessment concluded that impacts from diesel-range hydrocarbons "appear limited and localized in site soils and VOC constituents in soil vapor do not appear to originate in the shallow soils sampled at the site." There were no reportable detections of gasoline-range hydrocarbons and lead concentrations were "within background limits for Southern California soils."

Based on the analytical results for soil, the Limited Phase II Environmental Site Assessment concluded that exported soils, if any, "would likely be characterized as non-hazardous, although concentrations of TPH-d will need to be considered and discussed with the disposal facility." The Limited Phase II Environmental Site Assessment also stated that the "presence of low level concentrations of VOC constituents in soil gas are not expected to be problematic to site workers assuming ventilated conditions and no confined entry work."

The Phase II Environmental Site Assessment recommended preparation a Soils Management Plan that would be implemented during excavation activities to establish protocols and procedures, including health- and safety-related requirements for site workers, in the event unexpected evidence of contamination is encountered. Preparation and implementation of a Soils Management Plan has thus been included in the project's environmental design features (see Section 2.3.4 of this Initial Study).

Construction Impacts

While the routine use, storage, transport, and disposal of hazardous materials in accordance with applicable regulations during construction activities as discussed in Response 4.12(a), above, would not pose health risks or result in significant environmental effects, improper use, storage, transportation, or disposal of hazardous materials and wastes could result in accidental spills or releases, posing health risks to workers, the public, and the environment.

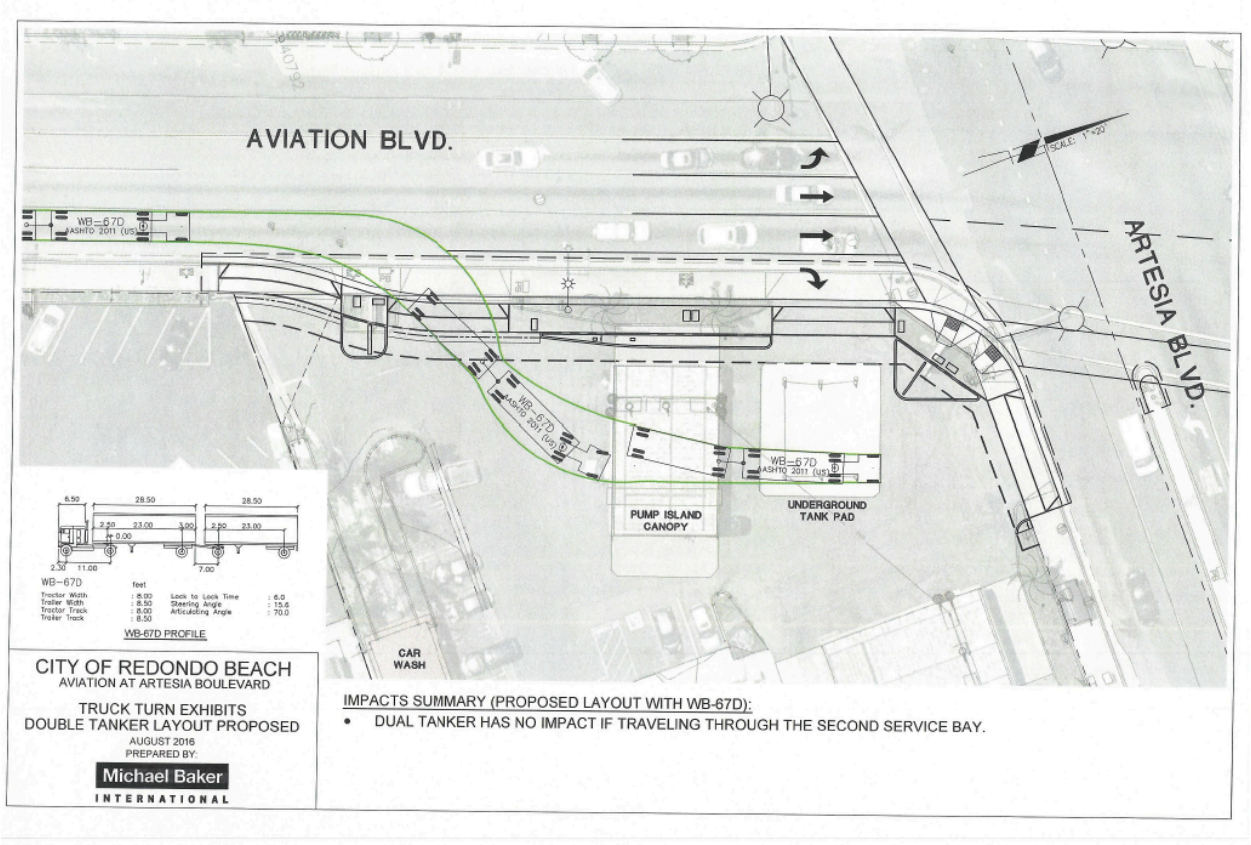
Implementation of the required Soil Management Plan and the use of BMPs during construction, as described in Section 2.3.4, Environmental Design Features, would minimize potential adverse effects on the general public and the environment. Construction contract specifications would include strict on-site handling rules to keep construction and maintenance materials out of groundwater and soils. BMPs include but are not limited to:

- Identifying an off-site area for fuel storage and refueling activities, including secondary containment protection measures and provision of spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

In addition, implementation of the Traffic Management Plan described in Section 2.3.4 would provide for the safe movement of vehicles, including trucks hauling a hazardous material through the intersection of Aviation Boulevard and Artesia Boulevard.

The City has analyzed the ability of vehicle and gasoline delivery trucks to safely maneuver within the existing gas station during project construction, including use of existing pump islands by vehicles and access for fuel delivery trucks within the gas station. The City's engineering design consultant has discussed this issue with the gasoline station property owner and demonstrated that the right-turn lane project would not interrupt pump operation or fuel deliveries. (See Figure 3 for an illustration of on-site fuel delivery truck movement.)

Figure 3: Fuel Delivery Truck Movement at Shell Service Station



Contaminated Groundwater

There is a potential for contaminated groundwater to underlie the intersection of Aviation Boulevard and Artesia Boulevard as a result of past adjoining uses, including:

- Past gasoline service stations and dry cleaners at 1650 Artesia Boulevard approximately 325 feet west of the project site;
- Arlo's Plaza Cleaners and a former Chevron Gasoline Service Station at 1751 Artesia Boulevard, on the north side of Artesia Boulevard across from the project site; and

- The former Exxon Service Station at the current site of the Exxon Service Station at 1700 Artesia Boulevard immediately adjacent to the project site.

However, because groundwater is expected to be greater than 70 feet below the ground surface and project excavation activities would be limited to less than 5 feet below ground surface, contaminated groundwater would not be encountered during project construction.

Aerially Deposited Lead

According to Caltrans, although leaded fuel has been prohibited in California since the 1980s, lead may still be present in soils adjacent to highways in use prior to that time. However, the Limited Phase II Environmental Site Assessment conducted for the site determined that lead levels within on-site soils are consistent with background levels in California soils.

Lead-Based Paint

Lead-based paints were commonly used in traffic striping until the use of lead chromate pigment in traffic striping/marking materials and hot-melt thermoplastic stripe materials were discontinued in 1996 and 2004, respectively. Because Aviation Boulevard and Artesia Boulevard predate 1996, lead-based paints may be present within traffic striping. Because the proposed project would involve grinding of traffic striping materials, the project would comply with the soil management provisions set forth in Section 2.3.4, Environmental Design Features, and would also be required to comply with any applicable federal regulations to manage and control exposure to lead-based paint described in Code of Federal Regulations Title 29, Section 1926.62, and state regulations provided in the California Code of Regulations Title 8, Section 1532.1, addressing the demolition, removal, cleanup, transportation, storage, and disposal of lead-containing material.

c) Would the proposed project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?

No Impact. There are no existing or proposed schools within ¼ mile of the intersection of Aviation Boulevard and Artesia Boulevard. The closest school is Mira Costa High School, which is approximately 0.3 mile west of the intersection at 1401 Artesia Boulevard.

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

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

As discussed below, while the portion of the project that is within the Shell Service Station at 1700 Artesia Boulevard is listed pursuant to Government Code Section 65962.5 (Cortese List), the site has been remediated and there are no open cases of site contamination. Data included in the Phase II Environmental Site Assessment also demonstrated that soils within the project site did not contain levels of contamination such that construction of northbound right-turn lane improvements from Aviation Boulevard to Artesia Boulevard would create a significant hazard to the public or the environment.

As part of the proposed project, a 10-foot-wide strip of land along with a temporary construction easement are proposed to be acquired from the adjacent Shell Service Station at 1700 Artesia Boulevard. The Phase I Environmental Site Assessment prepared for the proposed project shows that the service station property at 1700 Artesia Boulevard is listed on the Cortese list (pursuant to Government Code §65962.5) and on several other hazardous materials databases, as follows:

- The historic "Cortese" Hazardous Waste and Substances Sites List, a list of sites that are designated HIST CORTESE by the State Water Resources Control Board (SWRCB), the Integrated Waste Board, and the Department of Toxic Substances Control (DTSC).
- The Statewide Environmental Evaluation and Planning System (SWEEPS) underground storage tank database, which maintains information on properties where an underground storage tank is located. However, this database is no longer updated.
- The CA FID UST database, which maintains information on properties where an underground storage tank is located.
- EDR Exclusive Historic Gas Stations (EDR US Hist Auto Stat) database, which includes a listing of potential gas station/filling station/service station sites. This database is maintained by EDR and includes selected national collections of business directories that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling

station/service station establishments. The categories reviewed included, but were not limited to, gas station, gasoline station, filling station, auto, automobile repair, auto service station, and service station.

- The Underground Storage Tank (UST) database, which contains registered USTs. USTs are regulated under UST Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.
- The Resource Conservation and Recovery Act (RCRA)—Small Quantity Generator (SQG) database, which contains selective information on sites that generate, transport, store, treat, and/or dispose of RCRA-SQG hazardous waste as defined by RCRA. SQGs generate less than 1,000 kilograms (kg) of hazardous waste, or less than 1 kg of acutely hazardous waste per month. SQGs generate between 100 kg and 1,000 kg of hazardous waste per month.
- The Facility Index System Facility Registry System (FINDS) database, which contains both facility information and "pointers" to other sources that contain more detail. EDR includes the following FINDS databases in its report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage sand track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

The Phase I Environmental Site Assessments prepared for the projects proposed by the City of Redondo Beach and the City of Manhattan Beach provide information regarding the conditions leading to inclusion of the current Shell service station property at 1700 Artesia Boulevard on the list of hazardous materials sites compiled pursuant to Government Code §65962.5 (Cortese List). These Phase I assessments also document actions to remediate the site. Thus, although the portion of the project site that is proposed to be acquired from the existing Shell service station property at 1700 Artesia Boulevard is included on the Cortese List, there is no active case. The Phase I Environmental Site Assessments provide the following information.

Former Exxon Service Station

The property associated with acquisition of right-of-way and a temporary construction easement was formerly occupied by an Exxon Service Station, which included three underground storage tanks (USTs) that contained motor vehicle fuel located in the southwest portion of the property. The former Exxon service station also included associated product pumping, dispenser islands, vent lines, and a station building. During excavation activities to remove the former USTs, soil sampling was undertaken to delineate

the vertical and lateral extent of hydrocarbons in the soil beneath the site. Based on the analytical results of soil sampling at the site, it was determined that hydrocarbons in the soil beneath the site were localized in two areas: (1) in the area surrounding the former gasoline USTs in the southwestern portion of the site, and (2) at the eastern end of the northern dispenser islands. In addition, petroleum hydrocarbons were confirmed to exist within soils to the west of the dispenser islands in the eastern portion of the property. Depth to groundwater at the property was estimated to be at 97 feet below ground surface and there was no significant potential for hydrocarbon impact to groundwater beneath the property from the former USTs or dispenser islands.

In October 1994, a soil vapor extraction (SVE) test was conducted to determine the feasibility of vapor extraction as a remediation option. The results of the study indicated that vapor extraction was an effective remediation method for removing volatile hydrocarbons from the soil beneath the property and a remediation action plan was prepared. No information to determine if hydrocarbon concentrations were removed from on-site soils to asymptotic levels by the SVE system was available. Based on the information available, the Los Angeles Regional Water Quality Control Board (RWQCB) granted the site closure on December 11, 1996.

Shell Service Station

The property associated with acquisition of right-of-way and a temporary construction easement is currently occupied by a Shell Service Station, which consists of three 10,000-gallon USTs containing gasoline with associated product piping, eight dispenser islands, a Valvoline auto service building, a food mart building, and a car wash building.

Excavation activities to replace product line piping, along with soil sampling was performed at the site on January 6, and January 7, 2010. A total of 18 soil samples were taken from approximately 3.5 feet below the former product and UST vent piping. Two stockpile samples were also collected. All soil samples were analyzed for total petroleum hydrocarbons as gasoline (TPHg), and benzene, toluene, ethylbenzene, and xylenes (BTEX), ethanol, and fuel oxygenates (diisopropyl ether [RIPE], ethyl tertiary butyl ether [ETBE], methyl tertiary butyl ether [MTBE], tertiary amyl methyl ether [TAME], and tertiary butyl alcohol [TBA]). Laboratory results indicated maximum detected concentration of TPHg, ethylbenzene, and xylenes were 0.4 milligrams per kilogram (mg/kg), 0.001 mg/kg, and 0.003 mg/kg, respectively. Benzene, toluene, ethanol, and fuel oxygenates were not detected at or above their respective reporting limits in any soil sample collected in January 2010. Based on the information available, the Los Angeles RQQCB determined that residual concentrations of fuel constituents pose a low threat to human health and to soil and groundwater quality beneath the site. The RWQCB issued a no case letter for the site on August 5, 2015.

e) Would the proposed project result in a safety hazard or excessive noise for people residing or working in the project area due to operation of an airport with an airport land use plan or due to operation of a public or public use airport that is within two miles of the project site and does not have an airport land use plan?

No Impact. The intersection of Aviation Boulevard and Artesia Boulevard is approximately 4.0 miles south of the Los Angeles International Airport and approximately 4.7 miles northwest of the Torrance Airport. The project site is not located within the boundaries of any Airport Safety Zone, nor is it located within an airport land use plan.

f) Would the proposed project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The addition of a northbound right-turn lane from Aviation Boulevard to Artesia Boulevard project would not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed project would result in long-term beneficial impacts related to emergency response and evacuation, since it would improve traffic circulation through the intersection.

Although the proposed project has the potential to cause traffic delays during the anticipated 5- to 6-month construction process due to partial temporary lane closures, both Aviation Boulevard and Artesia Boulevard would remain open to traffic at all times, with a minimum of one travel lane in each direction and all left-turn lanes available for travel at all times. The required Traffic Management Plan (see Section 2.3.4, Environmental Design Features, of this Initial Study) would also ensure safe travel and emergency access through the intersection during project construction by:

- Limiting to the extent feasible lane closures during peak hours and providing temporary lane striping and a construction flag person to direct traffic during heavy equipment use;
- Providing signage along northbound Aviation Boulevard prior to the start of construction giving notice of project construction;
- Providing advance information of project construction and any proposed lane closures to the Redondo Beach and Manhattan Beach police and fire departments; and
- Coordinating with the City of Manhattan Beach to minimize the potential for lane closures along either Aviation Boulevard in both northbound and southbound directions, or along Artesia Boulevard in both eastbound and westbound directions.

Together, these measures would avoid interference with emergency response or emergency evacuation planning.

g) Would the proposed project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact. The intersection of Aviation Boulevard and Artesia Boulevard is within a fully urbanized area where there is no woodland, shrub, or grassland vegetation that might present a wildland fire hazard. The proposed project would not, therefore, directly or indirectly cause a significant risk of loss, injury, or death involving wildland fires.

Hazards and Hazardous Materials References

Documents

Michael Baker International, *Phase I Environmental Site Assessment, Artesia/Aviation Boulevard Northbound Right Turn Lane*, March 14, 2016.

Michael Baker International, *Phase I Environmental Site Assessment, Aviation Boulevard at Artesia Boulevard Southbound to Westbound Right Turn Improvement Project*, September 2017.

Online Resources

California Department of Transportation, Aerially Deposited Lead, available online: http://www.dot.ca.gov/hq/env/haz/hw_adl.htm. Accessed May 22, 2019.

Department of Toxic Substances Control, ENVIROSTOR Database, 2007, available online: http://www.envirostor.dtsc.ca.gov/public/. Accessed May 22, 2019.

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Issues:	*(1) Potentially Significant Impact*	*(2) Less Than Significant with Mitigation Incorporated*	*(3) Less Than Significant Impact*	*(4) No Impact*
4.10 HYDROLOGY AND WATER QUALITY — Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable 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 addition of impervious surfaces, in a manner that would:	☐	☐	☒	☐
i. result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii. substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site;	☐	☐	☒	☐
iii. create or contribute to runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv. 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?	☐	☐	☒	☐

Discussion

a) Would the proposed project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less Than Significant Impact. A variety of existing water quality regulations, including the National Pollutant Discharge Elimination System (NPDES) program, have been adopted to reduce pollutants and sediments in urban stormwater runoff to the maximum extent possible by requiring use of structural and non-structural best management practices (BMPs)[3] during construction. In California, the State Water Regional Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing the NPDES permitting requirements that are enforced by Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The project site is within the jurisdiction of the Los Angeles RWQCB.

California adopted a Statewide NPDES Permit for General Construction Activity (Construction General Permit) on September 2, 2009 (Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ). The Construction General Permit regulates construction site stormwater management. Dischargers whose projects disturb 1.0 or more acres of soil, or whose projects disturb less than 1 acre but are part of a larger common plan of development that in total disturbs 1 or more acres, are required to obtain coverage under the general permit for discharges of stormwater associated with construction activity.

The current Municipal Separate Storm Sewer System (MS4) Permit for Los Angeles County (NPDES Permit No. CAS004001), adopted on November 8, 2012, was most recently amended by the SWRCB on July 9, 2018. This permit includes the Los Angeles County Flood Control District, County of Los Angeles, and 84 incorporated cities within Los Angeles County watersheds, including the City of Redondo Beach. The permit contains requirements to reduce the discharge of pollutants in stormwater runoff to the maximum extent practicable and to achieve water quality standards. In addition, the MS4 Permit requires that runoff is addressed during the major phases of urban development (planning, construction, and operation) in order to reduce the discharge of pollutants from stormwater to the maximum extent practicable, effectively prohibit non-stormwater discharges, and protect receiving waters.

The MS4 Permit also includes construction requirements for implementation of basic construction BMPs for erosion, sediment, non-stormwater management, and waste management on construction sites.

[3] Structural BMPs involve the specific construction, modification, operation, maintenance, or monitoring of facilities to minimize the introduction of pollutants from the drainage system. Non-structural BMPs are activities, programs, and other non-physical measures that would contribute to the reduction of pollutants from nonpoint source pollutants to the drainage system.

Short-Term (Construction) Impacts

The proposed project may result in erosion and discharge of pollutants due to earthmoving activities; handling, storage, and disposal and construction materials; and the operation and maintenance of construction equipment. Because the total area of disturbance during construction would be less than 1 acre, the project would not be required to obtain coverage under the SWRCB's General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ (General Construction Permit).

Redondo Beach Municipal Code Section 5-7.113, Standard Urban Stormwater Mitigation Plan (SUSMP) and Low Impact Development (LID) Requirements for New Development and Redevelopment Projects, sets standards to lessen the water quality impacts of development by using smart growth practices and integrate LID practices and standards for stormwater pollution mitigation through means of infiltration, evapotranspiration, biofiltration, and rainfall harvest and use. These standards apply to road construction projects of 10,000 square feet or more of impervious surface area as well as to projects that would increase impervious surface area by 500 square feet or more. Because the proposed northbound right-turn improvements involve less than 10,000 square feet of impervious surface area, as well as less than a 2,500-square-foot net increase of impervious surface area, the provisions of Redondo Beach Municipal Code §5-7.113 would not apply. The City would nevertheless adhere to the requirements of Municipal Code §5-7.113. Project construction would also implement applicable BMPs from the countywide MS4 Permit (NPDES Permit No. CAS004001). Because Redondo Beach Municipal Code §5-7.113 and the countywide MS4 Permit are designed to control urban pollutants in stormwater runoff, the proposed project would not violate any water quality standards or waste discharge requirements and would not substantially degrade surface or groundwater quality.

See also Section 2.3.4, Environmental Design Features, of this Initial Study.

Long-Term (Operational) Impacts

The proposed project would not introduce any new land use that could substantially change water quality conditions or urban runoff characteristics at the intersection of Aviation Boulevard and Artesia Boulevard. The addition of a northbound right-turn lane would result in a less than 10,000-square-foot increase in impervious surface area, which would also not substantially change water quality conditions or urban runoff characteristics at the project site.

Pursuant to MS4 Permit requirements, a low impact development report would be prepared to identify permanent post-construction BMPs that would be incorporated into the new curb and gutter storm drain inlet and constructed as part of the project.

See also Section 2.3.4, Environmental Design Features, of this Initial Study.

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

Less Than Significant Impact. According to the Redondo Beach General Plan, approximately 85 percent of the water supplied to and used in the City is purchased from the Metropolitan Water District, while approximately 15 percent is pumped from groundwater sources through wells in the City. The project would cause a net increase of less than 2,500 square feet of impervious surface area, which would not have a measurable effect on groundwater recharge rates and would therefore not substantially interfere with groundwater recharge or impede sustainable management of the local groundwater basin.

While the proposed intersection improvements would use water during construction, such use would be temporary (lasting less than 6 months) and would occur over a small area (less than 10,000 square feet). The proposed project does not involve the construction of any homes, businesses, or other uses that would result in population growth or long-term increase in water consumption. Thus, the proposed project would not use water to an extent that could substantially decrease groundwater supplies.

c) Would the proposed project 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 addition of impervious surfaces, in a manner that would:

i. Result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. The addition of a northbound right-turn lane at the intersection of Aviation Boulevard and Artesia Boulevard would maintain existing drainage patterns. See also Response 4.7b and Response 4.10a. Implementation of BMPs during construction would avoid substantial erosion or siltation both on- and off-site.

ii. Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?

Less Than Significant Impact. The proposed northbound right-turn improvements would result in a net increase of impervious surface area no greater than 2,500 square feet. Such a minor increase in impervious surface area would represent a very minor increase in runoff and would not exceed the capacity of stormwater drainage systems or cause on- or off-site flooding.

iii. Create or contribute to 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 northbound right-turn improvements would not exceed the capacity of stormwater drainage systems or cause on- or off-site flooding. See Response 10c(ii), above.

iv. Impede or redirect flood flows?

Less Than Significant Impact. The proposed project is not located in an area subject to flood flows, and the proposed northbound right-turn improvements would occur at existing grades and therefore would not impede or redirect flood flows.

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

No Impact. The intersection of Aviation Boulevard and Artesia Boulevard is not within a flood hazard, tsunami, or seiche zone. Adding a northbound right-turn lane at this intersection would therefore have no effect in relation to potential release of pollutants due to project inundation in the event of a hazard, tsunami, or seiche.

e) Would the proposed project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. As noted above in Response 4.10(b), the proposed project would use minimal water during construction, with no long-term water consumption, thereby resulting in less than significant impacts in relation to water quality and groundwater. Because construction of northbound right-turn lane improvements would implement applicable BMPs, there would be no conflict with or obstructions for implementation of a water quality control plan. The proposed project would not conflict with or obstruct implementation of a sustainable groundwater management plan, since water consumption during construction would be minor and the project would result in only a minimal increase in impervious surface area.

Hydrology and Water Quality References

Documents

City of Manhattan Beach, *Public Review Draft, Initial Study/Mitigated Negative Declaration Aviation Boulevard at Artesia Boulevard Southbound to Westbound Right Turn Improvement Project*, May 2019.

State Water Resources Control Board (SWRCB), Fact Sheet for State Water Resources Control Board W*ater Quality Order No. 97-03-DWQ National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000001 Waste Discharge Requirements For Discharges of Stormwater Associated with Industrial Activities Excluding Construction Activities*, 1997.

Online Resources

City of Redondo Beach, *General Plan*, available online: https://www.redondo.org/depts/community_development/planning/general_plan/default.asp. Accessed May 16, 2019.

Issues:	*(1) Potentially Significant Impact*	*(2) Less Than Significant with Mitigation Incorporated*	*(3) Less Than Significant Impact*	*(4) No Impact*
4.11 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?	☐	☐	☐	☒

Discussion

a) Would the proposed project physically divide an established community?

Less Than Significant Impact. The project site is located at the intersection of Aviation Boulevard and Artesia Boulevard, which are existing major arterial roadways that connect communities in the South Bay region of Los Angeles County to employment centers to the north and to the regional freeway system. These four-lane roadways can also be viewed as dividing residential communities to the north and south of Artesia Boulevard and to the east and west of Aviation Boulevard from each other.

The project would not physically divide these established communities. The proposed northbound right-turn lane not would substantially increase the time needed for a pedestrian to cross either Aviation Boulevard or Artesia Boulevard, but would enhance northbound traffic movement through this intersection and facilitate northbound right-turn movements, thereby improving regional connectivity.

b) Would the proposed project 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?

No Impact. The Redondo Beach General Plan designates Aviation Boulevard and Artesia Boulevard as major arterials. The General Plan Circulation Element identifies the level of service at the intersection of Aviation Boulevard and Artesia Boulevard as LOS F during both the morning and evening peak hours under existing conditions (2007) and at buildout of the Redondo Beach General Plan in 2030. To improve traffic conditions, the Circulation Element notes that the City's Capital Improvement Program includes a right-turn lane

improvement from Aviation Boulevard and Artesia Boulevard. In addition, the proposed project has been included in:

- The South Bay Transportation Project List—Coastal Corridor study completed by the South Bay Cities Council of Governments (SBCCOG).
- The SBCCOG Goods Movement Study, which identifies the project along with improvements in the City of El Segundo and City of Manhattan Beach for other intersections along Aviation Boulevard as a priority number one project. The proposed northbound right-turn project represents the portion of the Goods Movement Study entirely located within the City of Redondo Beach.

The project therefore would not conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Land Use and Planning References

Documents

City of Redondo Beach, *Project Study Report Equivalent, Aviation Boulevard Northbound Right Turn Lane Improvement at Artesia Boulevard*, April 23, 2009.

Online Resources

City of Redondo Beach, *General Plan*, available online: https://www.redondo.org/depts/community_development/planning/general_plan/default.asp. Accessed May 10, 2019.

Issues:	*(1) Potentially Significant Impact*	*(2) Less Than Significant with Mitigation Incorporated*	*(3) Less Than Significant Impact*	*(4) No Impact*
4.12 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion

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

No Impact. The City of Redondo Beach does not have any active mine operations, nor land designated for PCC-Grade aggregate, according to the California Geological Survey. The project site lies within the San Gabriel Valley Production-Consumption Region and has not been categorized as a Mineral Resource Zone, and thus not subject to mineral land classification studies by the State Geologist.

The California Geological Survey/U.S. Geological Survey, 2012-2013 Minerals Yearbook California, indicates that the project site may be underlain by Sulfur (oil). However, no mineral recovery activities currently occur within or near the project area. Due to the fully developed nature of the intersection of Aviation Boulevard and Artesia Boulevard and surrounding lands, extraction of mineral resources is currently not feasible.

b) Would the proposed project 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. See Response 4.12a.

Mineral Resources References

Online Resources

California Department of Conservation, California Geologic Survey, SMARA Mineral Land Classification Data Portal, available online: http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc. Accessed May 15, 2019.

California Geological Survey/U.S. Geological Survey, 2012-2013 Minerals Yearbook California, available online: https://s3-us-west-2.amazonaws.com/prd-wret/assets/palladium/production/mineral-pubs/state/2012_13/myb2-2012_13-ca.pdf. Accessed May 15, 2019.

Issues:	*(1) Potentially Significant Impact*	*(2) Less Than Significant with Mitigation Incorporated*	*(3) Less Than Significant Impact*	*(4) No Impact*
4.13 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, exposure of people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

Discussion

a) Would the proposed project result in 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 proposed northbound right-turn improvements along Aviation Boulevard at Artesia Boulevard could directly result in temporary increases in ambient noise levels from construction activities and indirectly result in permanent increases in ambient noise levels from increased traffic flows.

Temporary Noise During Construction

Construction activities are temporary and have a short-term duration, resulting in periodic increases in ambient noise. The types of construction activities that would be associated with the proposed project would include demolition of pavement and sidewalks, trenching and grading, paving and sidewalk construction, relocation of utilities, and replacement of landscaping. These activities would be completed in less than 6 months.

Typical noise levels generated by different types of construction equipment are shown in Table B, Maximum Noise Levels Generated by Construction Equipment. Operating cycles

for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary noise sources would include random incidents lasting less than 1 minute (such as dropping off of large pieces of equipment or the hydraulic movement of machinery lifts).

Table B: Maximum Noise Levels Generated by Construction Equipment

Type of Equipment	Acoustical Use Factor[1]	L_{max} at 5 Feet (dBA)	L_{max} at 50 Feet (dBA)	L_{max} at 100 Feet (dBA)
Concrete Saw	20	110	90	84
Concrete Mixer Truck	40	99	79	73
Backhoe	40	98	78	72
Dozer	40	102	82	76
Excavator	40	101	81	75
Forklift	40	98	78	72
Paver	50	97	77	71
Roller	20	100	80	74
Tractor	40	104	84	78
Water Truck	40	100	80	74
Grader	40	105	85	79
General Equipment	50	105	85	79

Notes:

dBA = the sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network; Lmax = the A-weighted maximum sound level

1 Acoustical use factor represents the percent of time equipment typically operates at full power and generating maximum noise levels during a construction day.

Source: Federal Highway Administration, *Roadway Construction Noise Model (FHWA-HEP-05-054)*, January 2006.

Pursuant to Redondo Beach Municipal Code §4-24.503, the City of Redondo Beach limits construction activity to Monday through Friday, 7:00 a.m. to 6:00 p.m., and Saturday, 9:00 a.m. to 5:00 p.m., with no construction activity permitted to occur on Sundays or holidays. Although these provisions apply to the erection, excavation, demolition, alteration, or repair of any building and not to road construction, the City would limit project construction to these hours unless safety or traffic movement concerns necessitate temporary nighttime construction activities. (See Section 2.3.4, Environmental Design Features.)

Long-Term Noise following Construction

While the added northbound right-turn lane from Aviation Boulevard to Artesia Boulevard would not directly generate noise, it would accommodate increased traffic over time with

associated increases in noise levels. In a community noise situation, changes in noise exposure occur over a number of years.

An increase in average daily noise levels of 3 dBA is the most commonly accepted minimum discernible difference in noise levels that can be detected by the human ear outside of a laboratory. Because noise is measured on a logarithmic scale, an increase of 3 dBA generally equates to a doubling of traffic on a roadway. Because such increases in traffic have not been projected to occur at buildout of the Redondo Beach General Plan and the proposed project would not accommodate such an increase, a substantial permanent increase in long-term ambient noise levels would not result.

b) Would the proposed project result in generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Construction of the proposed northbound right-turn lane from Aviation Boulevard to Artesia Boulevard would generate varying degrees of ground-borne vibration, depending on the specific construction procedure and construction equipment being used at varying times during the construction process. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Ground-borne vibrations from construction activities, however, rarely reach levels that damage structures.

The upper end of vibration levels typically generated by standard construction equipment would be 0.198 inches per second (in/sec). Such vibration levels would be generated by a vibratory roller/compactor at a distance of 26 feet and would be below the Caltrans criterion of 0.25 in/sec for the protection of fragile buildings. Thus, construction of the proposed northbound right-turn improvements would not generate excessive groundborne vibration.

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 proposed project result in exposure of people residing or working in the area to excessive noise levels?

Less Than Significant Impact. The nearest airport to the project site is the Los Angeles International Airport (LAX), located approximately 4 miles to the north. The project site is outside the airport's 65-CNEL noise contour. The proposed project would not, therefore, expose any people residing or working in the area to excessive noise levels generated by airport operations.

Noise References

Documents

City of Manhattan Beach, *Public Review Draft, Initial Study/Mitigated Negative Declaration Aviation Boulevard at Artesia Boulevard Southbound to Westbound Right Turn Improvement Project*, May 2019.

Online Resources

California Department of Transportation (Caltrans), *Transportation- and Construction-Induced Vibration Guidance Manual*, 2004, available online: http://www.dot.ca.gov/hq/env/noise/pub/vibrationmanFINAL.pdf. Accessed May 17, 2019.

City of Redondo Beach, *General Plan*, available online: https://www.redondo.org/depts/community_development/planning/general_plan/default.asp. Accessed May 16, 2019.

Federal Transit Administration (FTA), Transit Noise and Vibration Impact Assessment, 2006, available online: https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/fta-noise-and-vibration-impact-assessment. Accessed May 17, 2019.

Los Angeles County Airport Land Use Commission Airports, Plans and Maps, ALUC 2018, available online: http://planning.lacounty.gov/aluc/airports http://planning.lacounty.gov/assets/upl/project/aluc_airport-lax.pdf. Accessed May 17, 2019.

Issues:	*(1) Potentially Significant Impact*	*(2) Less Than Significant with Mitigation Incorpor-ated*	*(3) Less Than Significant Impact*	*(4) No Impact*
4.14 POPULATION AND HOUSING — Would the project:				
a) Induce substantial unplanned population growth in the 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?	☐	☐	☐	☒

Discussion

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

Less Than Significant Impact. Addition of a northbound right-turn lane from Aviation Boulevard to Artesia Boulevard would not involve the construction of any homes, businesses, or other uses that would directly result in population growth.

While the proposed project would improve traffic efficiency and safety within the immediate project area, it would not remove a barrier to growth or induce additional unplanned development, for the following reasons:

- The existing urban environment in the vicinity of the project is built out and does not offer opportunities for major new development; and
- In the context of overall commute times and other development feasibility considerations, the addition of a right-turn lane from Aviation Boulevard to Artesia Boulevard could play only a minor role in reducing commute times between the South Bay region and major employment centers to the north or to the regional freeway system.

b) Would the proposed project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. While the proposed project would require acquisition of a 10-foot-wide strip of land along Aviation Boulevard and a temporary construction easement from the adjacent gas station property, the project would not require demolition of any buildings, nor would it displace any businesses, people, or housing.

Issues:	*(1) Potentially Significant Impact*	*(2) Less Than Significant with Mitigation Incorpor-ated*	*(3) Less Than Significant Impact*	*(4) No Impact*
4.15 PUBLIC SERVICES — Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of 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 following public services:				
i) Fire protection?	☐	☐	☐	☒
ii) Police protection?	☐	☐	☐	☒
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒

Discussion

i. Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives?

No Impact. Fire protection services within Redondo Beach are provided by the Redondo Beach Fire Department from three stations:

- **Fire Station 1** (Fire Administration) at 401 South Broadway;
- **Fire Station 2** at 2400 Grant Avenue; and
- **Fire Station 3**, which serves as the base for the Harbor Patrol unit providing services to boaters within the Marina.

Fire Station 2 is closest to the project site, at a travel distance of approximately 1.1 miles.

In addition to firefighting, the Fire Department provides specialized services such as emergency medical care, hazardous materials management, and special rescue operations.

The Fire Department maintains two dedicated paramedic units, three fully staffed fire engines, a battalion chief, a 100-foot ladder truck, a marine rescue/harbor patrol vessel, and a fire boat. Additional resources include a hazardous materials response unit and light/air support vehicle.

The proposed project would not substantially increase the need for fire protection services within the City since no habitable structures are proposed. In addition, improvements to the intersection of Aviation Boulevard and Artesia Boulevard would benefit emergency response times by facilitating northbound right-turn movements from Aviation Boulevard to Artesia Boulevard. Thus, the project would not result in the need for new or physically altered fire protection facilities.

ii. Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives?

No Impact. Police service is provided by the City of Redondo Beach Police Department (RBPD), which operates out of a central station located 401 Diamond Street. The RBPD is currently staffed by over 200 sworn officers, civilian support personnel, and volunteers.

The proposed northbound right-turn lane from Aviation Boulevard to Artesia Boulevard would not substantially increase the need for police services within the City since no residential or business uses are proposed. In addition, the proposed project would benefit emergency response times and would reduce accident potential by facilitating northbound right-turn movements from Aviation Boulevard to Artesia Boulevard. Thus, the project would not result in the need for new or physically altered police facilities.

iii. Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives?

No Impact. The proposed northbound right-turn lane from Aviation Boulevard to Artesia Boulevard would not generate an increase in students, since no residential or business uses are proposed and no increase in population would result. Thus, no new or physically altered school facilities would be needed.

iv. Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives?

No Impact. The proposed northbound right-turn lane from Aviation Boulevard to Artesia Boulevard would not generate demand for parks since no residential uses are proposed and no increase in population would result. Thus, no new or physically altered park facilities would be needed.

v. Would the proposed project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives?

No Impact. The proposed northbound right-turn lane from Aviation Boulevard to Artesia Boulevard would not result in a local population increase. Thus, increased demand for other public services, including libraries, community centers or public health care facilities would not occur and no new or physically altered public facilities would be needed.

Public Services References

Online Resources

City of Redondo Beach, Redondo Beach Fire Department web page, https://www.redondo.org/depts/fire/default.asp. Accessed May 17, 2019.

City of Redondo Beach, Redondo Beach Police Department web page, https://www.redondo.org/depts/police/default.asp. Accessed May 17, 2019.

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Issues:	*(1) Potentially Significant Impact*	*(2) Less Than Significant with Mitigation Incorpor-ated*	*(3) Less Than Significant Impact*	*(4) No Impact*
4.16 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 could 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?	☐	☐	☐	☒

Discussion

a) Would the proposed project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility could occur or be accelerated?

No Impact. The proposed northbound right-turn lane from Aviation Boulevard to Artesia Boulevard would not generate demand for parks or other recreational facilities since no residential uses are proposed and no increase in population would result. Thus, the project would not result in deterioration of existing parks or other recreational facilities.

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

No Impact. The proposed northbound right-turn lane from Aviation Boulevard to Artesia Boulevard does not include recreational facilities and would not require the construction or expansion of recreational facilities. The project would not involve any new residential uses, and no increase in population would result. No demand for recreational facilities would result from the project.

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Issues:	*(1) Potentially Significant Impact*	*(2) Less Than Significant with Mitigation Incorporated*	*(3) Less Than Significant Impact*	*(4) No Impact*
4.17 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 §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?	☐	☐	☒	☐

Discussion

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

Less Than Significant Impact. As discussed below, the addition of a northbound right-turn lane from Aviation Boulevard to Artesia Boulevard would not conflict with any program, plan, ordinance. or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The proposed project is consistent with the Redondo Beach General Plan and regional transportation plans. It would also have no effect on transit facilities or services in the area. In addition, there are no existing or planned bicycle facilities in the area, and the project would not affect existing or planned pedestrian facilities.

Roadway Facilities

To address queueing deficiencies along northbound Aviation Boulevard and improve roadway operations at its intersection with Artesia Boulevard, the Redondo Beach General Plan Circulation Element references the City's Capital Improvement Program, which includes the proposed northbound right-turn lane improvements. In addition, the proposed project has been included in:

- The South Bay Transportation Project List—Coastal Corridor study completed by the South Bay Cities Council of Governments (SBCCOG).

- The SBCCOG Goods Movement Study.

The project therefore would not conflict with a program, plan, ordinance, or policy addressing roadway facilities.

Transit Service

Existing transit services are provided by Torrance Transit and the Los Angeles County Metropolitan Transportation Authority (Metro) along Aviation Boulevard and Artesia Boulevard, as follows:

- Torrance Transit Line 8 travels along Artesia Boulevard and Aviation Boulevard, running from the Torrance Municipal Airport to the Los Angeles International Airport Transit Center.
- Metro Bus Line Route 130 travels through the project area along Artesia Boulevard. Route 130 serves such major destinations as the Redondo Beach and Hermosa Beach piers, South Bay Galleria Harbor Gateway Transit Center, California State University (CSU) Dominguez Hills, Artesia Blue Line Station, Cerritos College, and Los Cerritos Center.

Neither of these lines travel along Aviation Boulevard through the construction zone for the proposed northbound right-turn improvements. A bus bench is located along the south side of Artesia Boulevard east of Aviation Boulevard adjacent to the gas station. Because the bus bench is outside of the construction zone for the proposed improvements, it could continue to be used during project construction.

The project would not conflict with a program, plan, ordinance, or policy addressing transit facilities.

Bicycle and Pedestrian Facilities

Bicycle facilities do not exist at the intersection of Aviation Boulevard and Artesia Boulevard, nor are any proposed. Project construction within the northbound Aviation Boulevard roadway would temporarily reduce the ease of northbound vehicular and bicycle travel through the construction zone approaching Artesia Boulevard. In addition, project construction may require temporary closure of the existing right lane, which would effectively restrict northbound bicycle access through the construction zone. Appropriate signage would be placed along northbound Aviation Boulevard prior to the start of construction warning motorists and bicyclists of the constriction and providing detour information for bicyclists.

Sidewalks currently exist along both sides of Aviation Boulevard and Artesia Boulevard. A portion of the existing sidewalk on the east side of Aviation Boulevard south of Artesia Boulevard would be reconstructed with new sidewalk to accommodate the proposed right-

turn lane. The relocated sidewalk would be constructed prior to demolition of the existing sidewalk so as to maintain pedestrian connection along the east side of Aviation Boulevard to the Artesia Boulevard intersection throughout the construction period.

The availability of bicycle and pedestrian facilities in the project area would not be reduced as a result of the project. Bicyclists and pedestrians could continue to use these facilities as they currently do. The proposed project would not conflict with a program, plan, ordinance, or policy addressing bicycle and pedestrian facilities.

b) Would the proposed project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?

Less Than Significant Impact. The proposed project would add a northbound right-turn lane from Aviation Boulevard onto Artesia Boulevard. It is thus a transportation project subject to the provisions of CEQA Guidelines §15064.3 (b)(2), which states:

> Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements.

Addition of a northbound right-turn lane from Aviation Boulevard onto Artesia Boulevard would not involve the construction of any homes, businesses, or other uses that would generate or induce population or employment growth that would increase vehicular travel or vehicle miles traveled. While the proposed project would provide for some increase in the capacity of the intersection of Aviation Boulevard and Artesia Boulevard, this additional capacity would not remove a barrier to growth or induce growth, as discussed in Section 4.11, Land Use and Planning, and Section 4.14, Population and Housing, of this Initial Study.

c) Would the proposed project 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. Although roadways in the project area, including Aviation Boulevard and Artesia Boulevard, would remain open to traffic at all times, partial lane closures would be required in order to construct the proposed northbound right-turn lane. However, lane closures would ensure that at least one direction of travel in each direction plus the left-turn lane are maintained at all times. During construction, the City would implement a Traffic Management Plan to provide for safe vehicular, bicycle, and pedestrian movement and minimize congestion at the intersection of Aviation Boulevard and Artesia Boulevard. The Traffic Control Plan would meet City of Redondo Beach traffic control

guidelines, and would include potential measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and a construction flag person to direct traffic during heavy equipment use, among others (see Section 2.3.4, Environmental Design Features, of this Initial Study). During project construction, gasoline delivery trucks and vehicles will be able to safely maneuver within the existing gas station. The project would also provide for temporary traffic controls that comply with Caltrans standards (see Section 2.3.4, Environmental Design Features). By providing for safe travel through the intersection, the project would not substantially increase hazards during construction.

Following construction, the proposed project would have a beneficial impact on traffic safety. Addition of a right-turn lane would allow northbound motorists turning right from Aviation Boulevard onto Artesia Boulevard to move out of the way of northbound through traffic, thereby reducing existing and future congestion at the intersection. Improved northbound traffic flow would also enhance emergency vehicle access to and through the project area. Because the proposed right-turn lane would meet City design standards, the proposed project would not increase hazards due to a geometric design feature.

d) Would the proposed project result in inadequate emergency access?

Less Than Significant Impact. As discussed in Response 4.17(c), above, Aviation Boulevard and Artesia Boulevard would remain open to traffic at all times through the construction process. While a partial lane closure may be required, such closure would be temporary and emergency access would be maintained at all times. Implementation of the Traffic Management Plan and temporary traffic controls described in Section 2.3.4, Environmental Design Features, of this Initial Study would provide for safe movement through the intersection of Aviation Boulevard and Artesia Boulevard at all times during project construction.

Once construction is completed, the proposed project would enhance emergency response through the project area (see discussion of police and fire protection services in Section 4.15, Public Services).

References

Documents

City of Redondo Beach, *Project Study Report Equivalent, Aviation Boulevard Northbound Right Turn Lane Improvement at Artesia Boulevard*, April 23, 2009.

Online Resources

City of Redondo Beach, *General Plan*, available online: https://www.redondo.org/depts/community_development/planning/general_plan/default.asp. Accessed May 10, 2019.

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Issues:	*(1) Potentially Significant Impact*	*(2) Less Than Significant with Mitigation Incorpor-ated*	*(3) Less Than Significant Impact*	*(4) No Impact*
4.18 TRIBAL CULTURAL RESOURCES — Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §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:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k); or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

Discussion

a) Would the proposed project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §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 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 §5020.1(k)?

No Impact. As discussed in Response 4.5(a), no historic resources, including resources listed under Public Resources Code Section 21074, are located within or adjacent to the project site. Given the level of previous disturbance due to development of roadways and urban development at the intersection of Aviation Boulevard and Artesia Boulevard, the area does

not contain historical resources listed or eligible for listing in the California Register of Historical Resources or in a local register as defined under Public Resources Code §5020.1(k).

b) Would the proposed project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §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 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 §5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact. As of July 1, 2015, Assembly Bill 52 (AB 52) added "tribal cultural resources" to the environmental issues required to be addressed by CEQA and established a formal consultation process between California tribes and lead agencies within the CEQA process. Tribal cultural resources are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and are either listed in or eligible for the California Register of Historical Resources or a local historic register, or are resources that the lead agency chooses to treat as tribal cultural resources. AB 52 requires that, for any project that may affect or cause a substantial adverse change in the significance of a tribal cultural resource, a lead agency must "begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project."

Pursuant to the requirements of AB 52, the City of Redondo Beach distributed letters offering consultation regarding the proposed project to the potentially affected tribes identified by the Native American Heritage Commission. Two Tribal nations (Gabrieleño–Tongva Tribe and Gabrieleño Band of Mission Indians – Kizh Nation) requested further information regarding the project from the City. Based on the information provided by the City of Redondo Beach, the Gabrieleño– Tongva Tribe confirmed that it did not have further concerns regarding the potential for tribal cultural resources at the project's location on October 13, 2019. The Gabrieleño Band of Mission Indians – Kizh Nation confirmed that it does not have further concerns regarding the potential for tribal cultural resources at project's location on October 24, 2019. The City of Redondo Beach therefore deemed consultation to be complete on October 24, 2019.

As specified in Section 2.3.4, Environmental Design Features, of this Initial Study, in the event of an unanticipated discovery of subsurface cultural resources during project construction, ground-disturbing activities would be halted until a City-approved qualified consulting archaeologist, assesses the significance of the find according to CEQA Guidelines §15064.5. If the discovery is believed to be an important Native American deposit, a Native American representative would be contacted to provide for their concerns to be addressed.

Tribal Cultural Resources References

Personal Communications

Personal Communication with Sam Dunlap, Gabrieleño– Tongva Tribe, October 13, 2019.

Personal Communication with Andrew Salas and Matthew Teutimez, Gabrieleño Band of Mission Indians – Kizh Nation, October 24, 2019.

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Issues:	*(1) Potentially Significant Impact*	*(2) Less Than Significant with Mitigation Incorpor-ated*	*(3) Less Than Significant Impact*	*(4) No Impact*
4.19 UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater 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 that 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 or regulations related to solid waste?	☐	☐	☐	☒

Discussion

a) Would the proposed project require or result in the relocation or construction of new or expanded water, wastewater treatment, 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 northbound right-turn lane from Aviation Boulevard to Artesia Boulevard could require minor relocation of water, wastewater, stormwater drainage, electric power, natural gas, or telecommunications lines within the project site. This relocation would be completed during project construction. Such

relocations would ensure that utility lines are properly located within roadway rights-of-way or within existing easements on private property and provide adequate separation of "wet" and "dry" utilities. The potential for minor utility relocations has been considered as part of the evaluations undertaken for each of the environmental issues addressed in this Initial Study for which no significant effects have been identified.

b) Would the proposed project 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. While the proposed project would require water during construction, such use would be temporary in nature, and, due to the small size of the project site, would not involve extensive watering of a large land area. In addition, the proposed project would not introduce new residential, commercial, or other land uses that would increase existing water consumption within the City. While the project would require removal of ornamental landscaping, replacement landscaping and irrigation would be installed subject to the State Water Efficient Landscape Ordinance standards, resulting in no net increase in landscape irrigation requirements. Thus, the proposed project would not require new or expanded water supplies.

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

No Impact. The proposed northbound right-turn improvements at the intersection of Aviation Boulevard and Artesia Boulevard would not introduce new residential, commercial, or other land uses capable of generating wastewater.

d) Would the proposed project 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. Section 5.2-704 of the Redondo Beach Municipal Code requires preparation and implementation of a waste management plan to achieve a minimum fifty percent (50%) diversion rate. Compliance with the recycling and reuse requirements of Municipal Code §5.2-704 would ensure consistency with state and local waste diversion standards.

e) Would the proposed project comply with federal, state, and local management and reduction statutes or regulations related to solid waste?

No Impact. The proposed would be required to comply with applicable federal, state, and local solid waste management and diversion requirements.

References

Online Resources

City of Redondo Beach, *Municipal Code*, available online: http://www.qcode.us/codes/redondobeach/. Accessed May 10, 2019.

U.S. Green Building Council (USGBC), *LEED 2009 for New Construction and Major Renovation,* available online: https://www.usgbc.org/resources/leed-new-construction-v2009-current-version . Accessed May 10, 2019.

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Issues:	*(1) Potentially Significant Impact*	*(2) Less Than Significant with Mitigation Incorpor-ated*	*(3) Less Than Significant Impact*	*(4) No Impact*
4.20 WILDFIRE — If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, 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?	☐	☐	☐	☒

Discussion

a) Would the proposed project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The proposed project would facilitate implementation of emergency response and evacuation plans by reducing congestion at the intersection of Aviation Boulevard and Artesia Boulevard.

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

No Impact. The intersection of Aviation Boulevard and Artesia Boulevard is within a fully urbanized area where there are no woodland, shrub, or grassland vegetative communities that might present a wildland fire hazard. The proposed project would not, therefore, directly or indirectly cause a significant risk of loss, injury, or death involving wildland fires.

c) Would the proposed project 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 intersection of Aviation Boulevard and Artesia Boulevard is within a fully urbanized area where there are no woodland, shrub, or grassland vegetative communities that might present a wildland fire hazard. The proposed project would not, therefore, involve installation or maintenance of infrastructure that could exacerbate fire risk or result in temporary or ongoing impacts on the environment.

d) Would the proposed project 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 intersection of Aviation Boulevard and Artesia Boulevard is within a fully urbanized area with flat terrain where there are no woodland, shrub, or grassland vegetative communities that might present a wildland fire hazard. The proposed project would not, therefore, expose people or structures to significant risks related to post-wildfire conditions.

Issues:	*(1) Potentially Significant Impact*	*(2) Less Than Significant with Mitigation Incorpor-ated*	*(3) Less Than Significant Impact*	*(4) No Impact*
4.21 MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☒	☐
c) Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Discussion

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

Less Than Significant Impact. As demonstrated in Section 4.4, Biological Resources, the proposed project would not modify sensitive habitat or adversely affect plants, fish, or wildlife species.

Further, the proposed project would not have significant adverse effects on any important examples of the major periods of California history or prehistory, as described within Section 4.5, Cultural Resources; Section 4.7, Geology and Soils; and Section 4.18, Tribal Cultural Resources.

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

Less Than Significant Impact. As noted in this Initial Study, impacts associated with the addition of a northbound right-turn lane from Aviation Boulevard to Artesia Boulevard would be less than significant. As noted above, the City of Manhattan Beach is proposing addition of a southbound right-turn lane at the same intersection. The Initial Study prepared by the City of Manhattan Beach for its proposed intersection improvements concluded the impacts of that project would also be less than significant.

As discussed in Section 2.4 of this Initial Study, the northbound and southbound right-turn lane improvements proposed by the cities of Redondo Beach and Manhattan Beach at the intersection of Aviation Boulevard and Artesia Boulevard have independent utility from each other. Based on the analyses set forth in the Initial Studies for both cities' projects, when viewed in combination and in the context of the effects of past, current, and probable future projects, the Redondo Beach project would not result in cumulatively considerable environmental effects, either by itself or in combination with the proposed Manhattan Beach project, for the following reasons:

- **Aesthetics**. Neither the City of Redondo Beach nor the City of Manhattan Beach have identified any scenic vistas that could be viewed from the project site or adjacent lands. In addition, both cities determined that no impacts on scenic resources would result from their projects. In addition, both projects were determined to be consistent with applicable policies and regulations governing aesthetic resources.

  While both cities' projects could involve temporary night lighting, such lighting would be screened and directed downward toward work activities and away from the night sky and nearby uses to the maximum extent possible. The number of nighttime lights used would be minimized to the greatest extent feasible for safety purposes. No change in permanent night lighting of the intersection would result from the two improvement projects. There are no known other past, current, or probable future projects that could add to the lighting impacts of the right-turn

improvements being proposed by the cities of Redondo Beach and Manhattan Beach. Both cities also concluded that no daytime glare impacts would result.

- **Agriculture and Forestry Resources**. The intersection of Aviation Boulevard and Artesia Boulevard is within a fully urbanized area. There are no agricultural or forest resources that could be affected by right-turn improvements at this intersection.
- **Air Quality**. As documented in the Initial Studies prepared by the cities of Redondo Beach and Manhattan Beach analyzing the impacts of adding northbound and southbound right-turn lanes at the intersection of Aviation Boulevard and Artesia Boulevard, the combined air quality impacts of both cities' projects would be well below applicable thresholds both individually and together.
- **Biological Resources**. The intersection of Aviation Boulevard and Artesia Boulevard is within a fully urbanized area. There are no sensitive biological resources that could be affected by right-turn improvements at this intersection.
- **Cultural Resources**. The intersection of Aviation Boulevard and Artesia Boulevard is within a fully urbanized area. There are no known historic or cultural resources that would be disturbed by the shallow excavations needed for construction of both projects. Both the cities of Redondo Beach and Manhattan Beach have requirements for their projects in place to avoid any significant impact that might result from construction activities encountering a previously unknown resource.
- **Energy**. Construction of northbound and southbound right-turn improvements from Aviation Boulevard to Artesia Boulevard would use construction equipment and techniques that are typical for roadway projects throughout the state. Nighttime construction activities requiring lighting would be avoided unless needed to address safety or traffic movement concerns on a temporary basis. Over the long term, the roadway improvements proposed by the cities of Redondo Beach and Manhattan Beach would decrease fuel consumption by reducing the idling time of vehicles waiting to turn right or pass through the intersection of Aviation Boulevard and Artesia Boulevard.
- **Geology and Soils**. There are no active fault zones in the vicinity of the intersection of Aviation Boulevard and Artesia Boulevard. The nearest active fault is the Inglewood fault, located approximately 5.8 miles to the northeast.

  Addition of northbound and southbound right-turn improvements from Aviation Boulevard to Artesia Boulevard would not result in increased population in an area subject to seismic risks and hazards, nor would construction take place in an area subject to other geologic or soils-related hazards.
- **Greenhouse Gas Emissions**. As documented in the Initial Studies prepared by the cities of Redondo Beach and Manhattan Beach analyzing the impacts of adding northbound and southbound right-turn lanes at the intersection of Aviation Boulevard and Artesia Boulevard, the combined greenhouse gas impacts of both

cities' projects would be well below applicable thresholds both individually and together.

- **Hazards and Hazardous Materials**. As documented in the Phase I Environmental Site Assessments and the Initial Studies prepared by the cities of Redondo Beach and Manhattan Beach as well as the Limited Phase II Environmental Site Assessment prepared by the City of Redondo Beach for its proposed project, no significant hazards are anticipated to result from construction or operation of northbound and southbound right-turn lanes at the intersection of Aviation Boulevard and Artesia Boulevard. Implementation of the Traffic Management Plans required by both cities for their projects during construction would ensure safe movement through the intersection.
- **Hydrology and Water Quality**. Implementation of Best Management Practices would be required for construction of both northbound and southbound right-turn improvements from Aviation Boulevard to Artesia Boulevard. In addition, the right-turn lane improvements proposed at this intersection would have a negligible effect on groundwater supply, since the increase in impervious surface area would be minor.
- **Land Use and Planning**. The proposed right-turn improvements are consistent with both the Redondo Beach and Manhattan Beach General Plans. The addition of right-turn lanes along Aviation Boulevard at Artesia Boulevard would slightly increase the time required for pedestrians to cross Aviation Boulevard; however, the addition of a right-turn lane to an existing 64-foot-wide roadway would not be sufficient to divide the communities to the east and west of Aviation Boulevard. In addition, proposed right-turn lane improvements would enhance connectivity of lands in the vicinity of the intersection to employment centers and the regional freeway system.
- **Mineral Resources**. The intersection of Aviation Boulevard and Artesia Boulevard is within a fully urbanized area. Addition of right-turn lanes from Aviation Boulevard to Artesia Boulevard would have no effect on the ability to extract mineral resources beyond the constraints that the existing roadways and land uses at the intersection already represent.
- **Noise**. Because noise is measured on a logarithmic scale, the noise generated by construction of the proposed right-turn improvements would not exceed applicable construction noise standards, even if construction of northbound and southbound right-turn lane improvements were to occur simultaneously. Similarly, the two right-turn improvement projects would not increase long-term traffic noise at the intersection by 3 dBA or more, since such a noise increase would require a doubling of traffic volumes, which is not projected to occur according to the Redondo Beach and Manhattan Beach General Plan Circulation Elements.
- **Population and Housing**. The Aviation Boulevard/Artesia Boulevard intersection improvement projects would not involve the construction of any homes, businesses,

or other uses that would directly result in population growth. While the two projects would improve traffic efficiency and safety within the immediate vicinity of the intersection, they would not remove a barrier to growth or induce additional unplanned development.

- **Public Services**. The Aviation Boulevard/Artesia Boulevard intersection improvement projects would not involve the construction of any homes, businesses, or other uses that would generate demand for public services.
- **Recreation**. The proposed intersection improvement projects would not involve the construction of any residential or other uses that would generate demand for parks or recreational facilities.
- **Transportation**. During construction, the proposed intersection improvement projects would result in some traffic delays, particularly at times when lane closures are required. However, implementation of the Traffic Management Plans and temporary traffic controls required by both cities for their projects during construction would ensure that one travel lane is open in all directions at all times, as well as provide for safe movement through the intersection. Because addition of northbound and southbound right-turn lanes would not result in increased population, the projects would not result in long-term increase in traffic volumes or vehicle miles traveled.
- **Tribal Cultural Resources**. The intersection of Aviation Boulevard and Artesia Boulevard is within a fully urbanized area. There are no known cultural resources that would be disturbed by the shallow excavations needed for construction of both projects. Both the cities of Redondo Beach and Manhattan Beach have conducted consultations with Native American tribes and have set forth requirements for their projects to avoid any significant impact that might result from construction activities encountering a previously unknown cultural resource.
- **Utilities and Service Systems**. The intersection improvement projects would not involve the construction of any homes, businesses, or other uses that would result in long-term demand for water resources or that would generate wastewater or solid waste. Temporary construction activities would use a minimal amount of water, due to the small area that would be involved in the right-turn lane improvements. In addition, construction activities would be required to comply with applicable requirements related to construction waste diversion.
- **Wildfire**. The intersection of Aviation Boulevard and Artesia Boulevard is within a fully urbanized area with flat terrain where there are no woodland, shrub, or grassland vegetative communities that might present a wildland fire hazard.

c) Does the proposed project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact. The proposed addition of a northbound right-turn lane from Aviation Boulevard onto Artesia Boulevard would not directly or indirectly cause substantial adverse effects on human beings, as demonstrated in the following sections of this Initial Study:

- 4.3 Air Quality
- 4.7 Geology and Soils
- 4.8 Greenhouse Gas Emissions
- 4.9 Hazards and Hazardous Materials
- 4.10 Hydrology and Water Quality
- 4.13 Noise
- 4.17 Transportation
- 4.20 Wildfire

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