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Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: _____

Project Title: 28th Street Storm Drain Infiltration Project

Lead Agency: City of Manhattan Beach

Contact Name: Jeff Fikalka

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Project Location: Manhattan Beach, Los Angeles County

City *County*

Project Description (Proposed actions, location, and/or consequences).

See Attachment

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

See attachment

Revised September 2011

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

N/a

Provide a list of the responsible or trustee agencies for the project.

Los Angeles County Beaches and Harbor
Los Angeles County Flood Control District
Coastal Commission

1. Project Description

The City of Manhattan Beach is proposing to construct the 28th Street Stormwater Infiltration Project (Project), at the 26th Street Parking Facility located at 115 26th Street, Manhattan Beach, and within the public right-of-way on the streets surrounding the parking facility, including 26th Street, from Ocean Drive to Manhattan Avenue; 27th Street from Ocean Drive to Manhattan Avenue; Ocean Drive from 26th Street to 27th Street; and Manhattan Avenue from 26th to 28th Street; and in the green space on the lower portion of Bruce's Beach Park west of and adjacent to Manhattan Avenue. Runoff will be diverted from the existing County-owned storm drain located below 28th Street through a pipe aligned southeast on Manhattan Avenue. The diverted runoff will be pumped to a trash removal device and sedimentation system (pretreatment) to remove trash and sediment and then distributed to a matrix of drywells located in and around the parking facility.

The infiltration system was identified as the highest priority capital project for the City in the Beach Cities Watershed Management Program (WMP). The WMP was developed in a collaborative effort involving the Cities of Manhattan Beach, Hermosa Beach, Redondo Beach, Torrance, and the Los Angeles County Flood Control District (LACFCD). The WMP identifies projects in the jurisdictions that will improve water quality and address applicable sources of bacteria from entering the Santa Monica Bay. To meet these goals in Manhattan Beach, the WMP includes a conceptual plan for an infiltration in the Project area. The primary goal of the Project is to reduce bacterial and trash/debris discharge from the storm drain system in alignment with existing Total Maximum Daily Loads (TMDLs) in the Santa Monica Bay.

The Project will divert dry- and wet-weather discharges that would otherwise drain into the 28th Street Strom Drain (Bond Issue [BI] 0286) and ultimately into the Santa Monica Bay. **Figure 1-1** illustrates the general concept for the Project, whereby captured runoff will be redirected into an underground system that facilitates treatment and infiltration. Up to approximately 70 acre-feet (AF) of runoff may be captured during a single storm event.

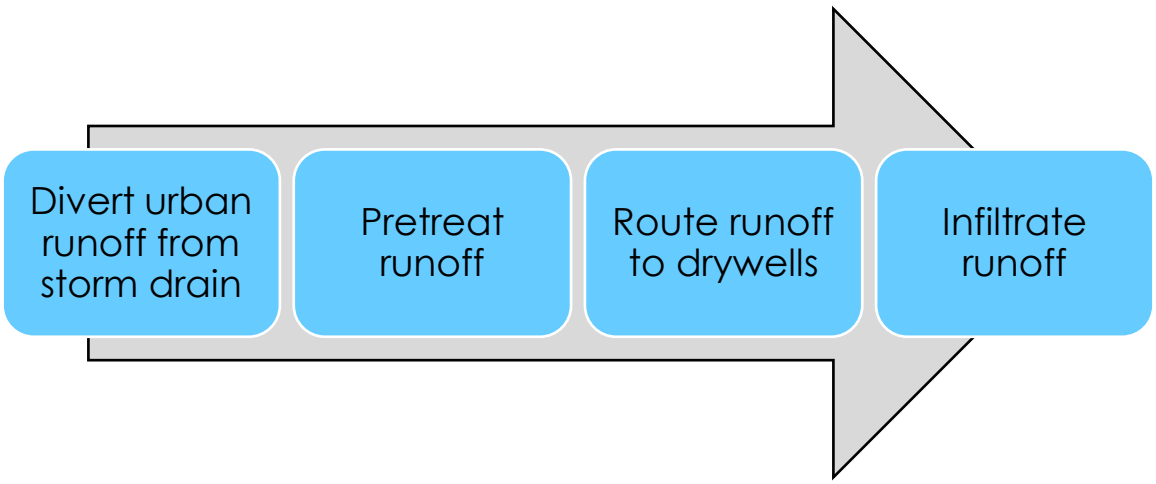

Figure 1-1 General Project Concept

Project goals are summarized as follows:

- Reduce bacterial discharges from the storm drain system
- Reduce trash/debris discharge from the storm drain system
- Enhance water quality locally
- Reduce the potential for beach closures
- Create educational and outreach opportunities for the local community
- Enhance an existing public parking facility

The Project is utilizing funding from the Safe, Clean Water Program (SCWP) Measure W, the State Water Resources Control Board Proposition 1 Stormwater Grant Program, and the California Natural Resources Agency Proposition 68 Urban Flood Reduction Program.

1.1 Project Location

The proposed Project will be constructed in the City of Manhattan Beach in Los Angeles County, California. The City of Manhattan Beach, as shown in the inset map in **Figure 1-2**, is along the coast in Los Angeles County, adjacent to the Cities of El Segundo to the north, Hermosa Beach to the south, and Redondo Beach to the east. The Project will be located at the 26th Street Parking Facility at 115 26th Street, Manhattan Beach, and within the public right-of-way on the streets surrounding the parking facility, including 26th Street, from Ocean Drive to Manhattan Avenue; 27th Street from Ocean Drive to Manhattan Avenue; Ocean Drive from 26th Street to 27th Street; and Manhattan Avenue from 26th to 28th Street; and in the green space on the lower portion of Bruce's Beach Park west of and adjacent to Manhattan Avenue. As shown in **Figure 1-3**, the majority of the proposed drywells will be located underneath 26th Street Parking Facility with the diversion, pump, and pretreatment systems being located within public right-of-ways, with additional drywells proposed located at the west side of Bruce's Beach Park.

Figure 1-2 Project Location

Figure 1-3 Stormwater Infiltration Concept

2. Potential Significant Impacts and Corresponding Mitigation Measures

2.1 Air Quality

Operation of the project will not have significant impact to air quality. Project construction equipment and activities, including diesel exhaust emissions, could generate odors and emissions. There may be situations where construction activity odors would be noticeable by persons working at or visiting nearby facilities, but these odors would not be unfamiliar or objectionable. In addition, these odors would be temporary and would dissipate rapidly from the source with an increase in distance. To prevent any significant impacts to air quality by sensitive receptors, AIR-1 will be incorporated into the project.

2.1.1 Mitigation Measures

AIR-1 – Pursuant to Rule 403 of the SCAQMD, the following dust minimizing measures shall be implemented:

- City of Manhattan Beach and its designees shall comply with all applicable SCAQMD Rules and Regulations, including Rule 403 ensuring the cleanup of construction-related dirt on approach routes to the site. Rule 403 prohibits the release of fugitive dust emissions from any active operation, open storage pile or disturbed surface area visible beyond the property line of the emission source.
- City of Manhattan Beach and its designees shall comply with all SCAQMD established minimum requirements for construction activities to reduce fugitive dust and PM_{10} emissions.
- City of Manhattan Beach will encourage contractors to use low-emission equipment meeting Tier II emissions standards at a minimum, and Tier III and IV emissions standards, where available, as CARB-required emissions technologies become readily available to contractors in the region.
- Adequate water application techniques shall be employed to mitigate the impact of construction-related dust particulates. Portions of the site that are undergoing surface earth moving operations shall be watered to mitigate blowing dust, and to ensure visible emissions do not exceed 100 feet in any direction. Areas with surface earth moving operations should be re-watered at the end of each day.
- Grading operations shall be suspended during first stage ozone episodes or when winds exceed 25 mph. A high wind response plan shall be formulated for enhanced dust control if winds are forecast to exceed 25 mph in any upcoming 24-hour period.
- Any construction equipment using direct internal combustion engines shall use a diesel fuel with a maximum of 0.05 percent sulfur and four-degree retard.
- Construction operations affecting roadways within the project area including detour routes, shall be scheduled by implementing traffic hours and shall minimize obstruction of through traffic lanes.
- The engines of idling trucks or heavy equipment shall be turned off if the expected duration of idling exceeds five minutes.

- On-site heavy equipment used during grading and construction shall be equipped with diesel particulate filters unless it is demonstrated that such equipment is not available, or its use is not cost-competitive.
- All haul trucks leaving or entering the site shall be covered and have at least two feet of freeboard.
- Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.

Any site access points with soil deposits on any public right-of-way shall be mechanically or manually swept within 30 minutes of deposition.

2.2 Biological Resources

The Project is located in an urbanized area, therefore it is unlikely suitable habitat exists for any of the species listed under the USFWS IPaC. Indirect impacts, such as percussive construction noise and vibration could interfere with roosting, nesting, and foraging activities in nearby ornamental trees; however, there is significant ambient noise generated from the nearby community. The Project areas include several ornamental trees, so there is potential that these trees may provide habitat for nesting birds. Construction activities could indirectly disturb nesting bird habitat. Implementation of various mitigation measures will be required, including conducting pre-construction species surveys and carrying out protective measures in the event that special status species are found during construction.

2.2.1 Mitigation Measures

BIO-1 – Prior to ground-disturbing activities in areas that could support sensitive biological resources, a habitat assessment shall be conducted by a qualified biologist to determine the potential for special-status wildlife species to occur within affected areas, including areas directly or indirectly impacted by construction or operation of the BMPs. If a special-status wildlife species is found, pre-construction surveys of proposed work zones should be conducted 14 days prior to construction. Areas, including construction areas, staging areas, and right-of-ways, should be staked, flagged, fenced, or otherwise clearly delineated to restrict the limits of construction to the minimum necessary near areas that may support special-status wildlife species. If avoidance is not possible, the City of Manhattan Beach should consult with the appropriate regulating agency (United States Army Corps of Engineers (USACE)/USFWS/California Department of Fish and Wildlife (CDFW)) to determine a strategy for compliance with the Endangered Species Act, California Fish and Wildlife Code, or other regulations supporting special-status species. The City of Manhattan Beach will work together with those regulating agencies to determine appropriate impact minimization measures and compensation for any permanent impacts due to the Project.

BIO-2 – To protect nesting birds that may occur on site or adjacent to the Project boundary, no construction shall occur from February 1 through September 15, as early as January 1 for some raptors, unless a qualified biologist completes a survey for nesting bird activity within a 500-foot radius of publicly accessible area within the construction site. The nesting bird surveys shall be conducted at appropriate nesting times and concentrate on potential roosting or perch sites. The City of Manhattan Beach should require surveys be conducted by a qualified biologist no more than 7 days prior to the beginning of any Project-related activity likely to impact raptors and migratory songbirds, for the entire Project site. If Project activities are delayed or suspended for more than 7 days during the breeding season, the surveys

shall be repeated. If nesting raptors and migratory songbirds are identified, the following minimum no-disturbance buffers shall be implemented: 300 feet around active passerine (perching birds and songbirds) nests, 500 feet around active non-listed raptor nests, and 0.5 mile around active listed bird nests. These buffers shall be maintained until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival. Any sensitive and special status species data documented by the Project shall be submitted to the California Natural Diversity Database with all applicable data fields filled out. The City of Manhattan Beach and/or a designee will notify the CDFW once submitted.

BIO-3 – The Project shall implement Best Management Practices (BMPs) to prevent erosion and the discharge of sediment and pollutants into drainages during Project activities. BMPs shall be monitored and repaired, as necessary, to ensure maximum erosion, sediment, and pollution control. The Project proponent shall prohibit the use of erosion control materials potentially harmful to fish and wildlife species, such as mono-filament netting (erosion control matting) or similar material. All fiber rolls, straw wattles, and/or hay bales utilized within and adjacent to the Project site shall be free of nonnative plant materials. Fiber rolls or erosion control mesh shall be made of loose-weave mesh that is not fused at the intersections of the weave, such as jute, or coconut (coir) fiber, or other products without welded weaves.

2.3 Cultural Resources

The Cultural Resources Assessment indicated that no cultural resources were found within a mile of the Project's area. There is low potential for the project to encounter culturally significant items, however since there will be ground-disturbing activities, mitigation measures **CUL-1** through **CUL-3** will be incorporated.

2.3.1 Mitigation Measures

CUL-1 - If previously unidentified cultural resources are unearthed during ground activity, all work shall immediately be suspended within 100 feet of the discovery and the City shall be immediately notified. A qualified archaeologist shall assess the significance of the find and determine if it is a California Register of Historic Resource (CRHR)-eligible archaeological resource and/or cultural resource. Additionally, a tribal cultural specialist from the Kizh Nation or other traditionally and culturally affiliated (TCA) tribe shall assess the significance of any Tribal Cultural Resource under Assembly Bill 52 of the California Environmental Quality Act (CEQA).

If the qualified archaeologist determines that adverse impacts to significant archaeological resources could occur during the Project, then the resources shall be avoided from direct Project impacts by Project redesign, if feasible. If the resource cannot be avoided, then an archaeological treatment plan shall be developed and implemented with input from a tribal cultural specialist from the Kizh Nation or other TCA tribe. The qualified archaeologist should remain on-site for the remainder of excavation activities, or until the archaeologist determines that the site will not impact any archaeological or cultural resources. During daily monitoring activities, the archaeologist shall complete monitoring logs, which will provide descriptions of daily activities, including construction activities, project location, soils, and any cultural materials identified.

If the qualitied archaeologist determines that the discovery is not significant as an archeological resource due to its lack or provenience or otherwise fails to "add to our understanding of the prehistory of the area" and the find is still considered significant as a TCR, then the TCA tribe can determine the best treatment of the find. This could include reburial (curated onsite), curation at the TCA tribe's museum, or other treatment as deemed appropriate by the TCA tribe.

CUL-2 - In compliance with Section 5097.98 of the Public Resources Code and Section 7050.5 of the California Health and Safety Code, if human remains are encountered, all ground disturbing activities shall be immediately suspended within 100 feet of the discovery, and the Los Angeles County Coroner should be notified immediately. If the Coroner determines the remains are Native American in origin, they must notify the NAHC within 24 hours of such identification so that the NAHC can contact the Most Likely Descendant (MLD). The MLD shall be provided access to the discovery and will provide recommendations for treatment of the remains within 48 hours of accessing the discovery site. Disposition of human remains and any associated grave goods, if encountered, shall be treated in accordance with procedures and requirements set forth in Sections 5097.94 and 5097.98 of the Public Resources Code; Section 7050.5 of the California Health and Safety Code and CEQA Guidelines Section 15064.5.

2.4 Noise

Operation of the Project will not produce any perceptible noise, however due to the nature of the construction of the dry-wells and other ground disturbing phases of the project, noise may become noticeable during the construction phase of the project. To remain within the construction noise limits set forth by the Los Angeles County Code of Ordinances (LACCO), mitigation measures **NOISE-1** through **NOISE-4** will be incorporated.

2.4.1 Mitigation Measures

Mitigation Measures:

NOISE-1: CSA outlined specific noise mitigation measures that should be implemented to avoid significant noise impacts during the construction work.

- Contractor should prepare a noise monitoring plan and collect noise levels at residences nearest the construction site during any phase where noise may exceed the noise limits. The plan should specify monitoring locations, equipment, procedures, and include a schedule of measurements and reporting methods to be used.
- Limits hours of construction to hours outlined in LACCO, unless work is authorized outside of these hours by the Manhattan Beach Public Works Director or City Council.
- Before beginning construction, communication should begin with the local community, via flyers, postings, door knocking, etc. Outreach documents should include a telephone number where residents can receive information about the project and make inquiries or complaints during the work. Specific outreach should occur before the loudest events to inform residents of the expected noise and the length of time it is to last, specifically during demolition, drilling, sawing, paving, and roller operations.
- Noise barriers should be installed around the worksite perimeter. Noise from most construction phases can be significantly reduced through the use of temporary noise barriers, noise control

curtains, and/or noise enclosures. A properly constructed noise barrier 12 feet tall around the perimeter of the active noise-generating work area removes all significant noise impacts when combined with the equipment scheduling outlined below.
- Restrict concurrent operation of loudest equipment to prevent exceedances in noise levels.

NOISE-2: CSA outlined general noise mitigation measures that should be implemented to avoid significant noise impacts during the construction work.

- Install visible "Noise Control Zone" signs, including telephone number where residents can learn information about the project and make complaints.
- Use equipment noise-control devices such as mufflers or motor enclosures that meet original specification and performance criteria.
- Electrically powered equipment should be used over gas- or diesel-powered equipment to the extent practical.
- Designate haul routes to produce the least overall noise impact, with heavily loaded trucks routed away from residential streets where possible. Identification of haul routes should consider streets with the fewest noise sensitive receivers where no alternatives are available.
- Location of staging areas, earth-moving equipment, stationary noise-generating equipment, stockpiles, and other noise-producing operations should be set up as far as practicable from nearby noise-sensitive receivers.
- Limit use of horns, whistles, alarms, and bells. It is recommended that low impact backup alarms be used on heavy equipment.
- Phase the noisiest operations including demolition, earth moving, and ground impacting so they do not occur during the same time period.

NOISE-3: A before and after construction survey should occur and include inspecting building foundations and taking photographs of pre-existing conditions, cracks, or other flaws. Structures nearer to the work than the minimum distances should be surveyed.

2.5 Public Services

During operation, the project will not have any impacts to public services, however during construction, roads may be closed and could potentially impact response times in emergency services. To ensure impacts are less than significant, **PUBLIC-1** will be incorporated.

2.5.1 Mitigation Measures

PUBLIC-1 – In the event that roads are inaccessible due to construction, the contractor will notify public agencies, including but not limited, to fire and police departments, to ensure that the emergency agencies can plan for alternative routes.

NOISE-4: Vibration monitoring should be conducted at structures where construction equipment is operating closer than the limits. If measurements show that vibration levels are below the limits at the nearest structures during the highest-vibration activities, no impact has occurred. If measured vibration levels exceed the limits, construction methods should be modified, construction equipment should be immediately reduced to a lower power setting, and/or equipment should be moved further from the affected structure. An additional survey should then be conducted to determine whether the structure shows signs of distress that were not previously documented.

2.6 Transportation

The Project does not affect any roads that are designated as evacuation routes in the City of Manhattan Beach's Emergency Preparedness Plan. However, emergency access will be impacted due to the nature of the Project, which will require construction along residential streets. With the incorporation of Mitigation Measures **TRAF-1** and **TRAF-2**, impacts from the Project will be less than significant.

2.6.1 Mitigation Measures

TRAF-1 - For projects that may impact traffic, contractors are required to prepare a construction traffic control plan. Elements of the plan should include, but are not necessarily limited to, the following:

- Develop circulation and detour plans to minimize impacts to local street circulation. Use haul routes minimizing truck traffic on local roadways to the extent possible.
- Develop detailed plans for pedestrian detours during construction that meet or exceed standards required in the California Manual on Uniform Traffic Control Devices and include adequate barriers against motorized traffic.
- To the extent feasible, and as needed to avoid adverse impacts on traffic flow, schedule truck trips outside of peak morning and evening commute hours.
- Install traffic control devices as specified in Caltrans' Manual of Traffic Controls for Construction and Maintenance Work Zones where needed to maintain safe driving conditions. Use flaggers and/or signage to safely direct traffic through construction work zones.

TRAF-2 - Transportation of heavy construction equipment and/or materials which require use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. The project specifications will limit construction traffic to off-peak periods to minimize the potential impact on State facilities. If construction traffic is expected to cause delays on any State facilities, a construction traffic control plan detailing these delays shall be submitted for Caltrans' review.

2.7 Tribal Cultural Resources

The Cultural Resources Assessment indicated that no cultural resources were found within a mile of the Project's area. There is low potential for the project to encounter Tribal Cultural Resource Objects, however, since there will be ground-disturbing activities, mitigation measures **TCR-1** through **TCR-3** will be incorporated.

- If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.
- Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
- Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.
- Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.