

**AVALON CITY COUNCIL MEETING
TUESDAY, AUGUST 4, 2015 – 6:00 P.M.
CITY HALL COUNCIL CHAMBERS
410 AVALON CANYON ROAD, AVALON
A G E N D A**

In compliance with the Americans with Disability Act, if you need special assistance to participate in this meeting, please contact Denise Radde, City Clerk (310) 510-0220. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. (28 CFR 35. 102-35.104 ADA Title II). All public records relating to an agenda item on this agenda are available for the public inspection at the time the records are distributed to all, or a majority of all, members of the City Council. Such records shall be available at City Hall located at 410 Avalon Canyon Rd.

CALL TO ORDER / ROLL CALL

PLEDGE OF ALLEGIANCE / INVOCATION

ANNOUNCEMENTS / WRITTEN COMMUNICATIONS

PRESENTATION - None

CITY MANAGER REPORT / CITY ATTORNEY REPORT

COUNCILMEMBER REPORTS / MAYOR REPORT

ORAL COMMUNICATION

Members of the public may address the City Council at this time. No action will be taken on non-agenda items at this meeting. Speakers should limit comments to three (3) minutes each.

CONSENT CALENDAR - None

GENERAL BUSINESS

1. Appeal of Planning Commission Decision Approving Vons

On November 19, 2014, the Avalon Planning Commission considered a request to approve a Site Plan and Coastal Development Permit (CDP) for a new 23,044 square foot Vons Grocery Store to be located at 240 Sumner Avenue, and a Conditional Use Permit to allow a Restaurant/ Bar/Café use within the new store. The Planning Commission adopted the MND and approved the Site Plan and CDP, but did not approve the Conditional Use Permit (CUP) to allow restaurant/bar/café uses within the store. The Catalina Eucalyptus Sumner Alliance (CESA) filed a timely appeal of the Planning Commission's action on December 3, 2014, challenging the adequacy of the MND (see attached letter). The appeal identifies several areas it alleges are inadequate.

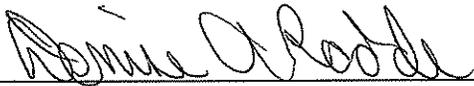
**CITY COUNCIL AGENDA
AUGUST 4, 2015
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Recommended Action

- Conduct a public hearing and decide the appeal *de novo*;
- Adopt a Mitigated Negative Declaration; and
- Approve a Coastal Development Permit and Site Plan, based on the Findings presented in this staff report and subject to the Conditions of Approval attached to this staff report.

NOTICE OF POSTING

I, Denise Radde, declare that the City Council Agenda August 4, 2015 was posted on Wednesday, July 29, 2015, on the City's website www.cityofavalon.com, and at City Hall, 410 Avalon Canyon Road. Copies of agendas and staff reports are available at City Hall and on the City website.



Denise A. Radde, City Clerk / Chief Administrative Officer

CITY OF AVALON CITY COUNCIL

MEETING DATE: August 4, 2015

AGENDA ITEM: 1

ORIGINATING DEP: Planning Department

CITY MANAGER: BA

PREPARED BY: Steve Flint, Planning Consultant

SUBJECT: Appeal of Planning Commission Decision Approving Vons

RECOMMENDED ACTION(S):

1. Conduct a public hearing and decide the appeal *de novo*;
2. Adopt Revised Mitigated Negative Declaration and Mitigation Monitoring Program; and
3. Approve a Site Plan, based on the Findings presented in this staff report and subject to the Conditions of Approval attached to this staff report.
4. Approve a Coastal Development Permit, based on the Findings presented in this staff report and subject to the Conditions of Approval attached to this staff report.

REPORT SUMMARY:

On November 19, 2014, the Avalon Planning Commission considered a request to approve a Site Plan and Coastal Development Permit (CDP) a new 23,044 square-foot Vons Grocery Store to be located at 240 Sumner Avenue, and a Conditional Use Permit to allow a Restaurant/ Bar/Café use within the new store. A Mitigated Negative Declaration (MND) was prepared to assess potentially adverse impacts resulting from the project, together with a Mitigation Monitoring Program that specified all mitigation measures to be completed to reduce potential adverse impacts to levels that would be considered less than significant, in accordance with the California Environmental Quality Act (CEQA). The Planning Commission adopted the MND and approved the Site Plan and CDP, but did not approve the CUP to allow a Restaurant/ Bar/Café within the store.

On December 3, 2014 the Catalina Eucalyptus Sumner Alliance (CESA) filed a timely appeal of the Planning Commission's action challenging the adequacy of the MND and requesting that the City Council hear the Project *de novo* (see attached letter). The MND was amended to address the concerns expressed, and additional mitigation measures were added (the "Revised MND"). As a *de novo* hearing, the City Council may consider all aspects of the project and is not limited to hearing only the issues raised by the appeal. Staff is therefore recommending that the City Council adopt the Revised MND and Mitigation Monitoring Program, uphold the determination of the Planning Commission with respect to the findings that pertain to the Coastal Development Permit and the Site Plan, and approve the Project as presented.

THE PROJECT:

The Project consists of a Coastal Development Permit and Site Plan to allow the construction and operation of a two story, 23,044 square foot grocery store that includes an elevator for access to the upper floor. The project site is located on a 3.13 acre parcel owned by the Santa Catalina Island Company and is zoned Commercial. Sec. 9-6.202 of the Avalon Municipal Code identifies Grocery Stores as one of the Principal Uses Permitted. Surrounding properties are zoned Commercial and Special Commercial, although many are developed for residential uses, including several vacation rentals.

The City's adopted General Plan/Local Coastal Plan designates the project site Commercial, which is intended to accommodate general retail and commercial services and offices. The proposed use is consistent with the both the land use designation specified in the General Plan and zoning district specified in the Zoning Code. These two documents are internally consistent as required by state law.

The maximum height of the various roof gables proposed is 30 feet above finished grade (approx. 34 feet above existing grade), which is below maximum building height of 40 feet permitted in the Commercial zoning district. The second story mezzanine will contain the majority of the administrative areas and additional inventory storage in 3,905 square feet that will be accessible by a freight elevator.

Off-street parking consists of two accessible vehicles, one standard full-size vehicle, and 23 autoette-sized vehicles, together with bike racks and a drop-off area at the curb on Sumner Avenue to accommodate taxi service. An enclosed loading dock, and trash collection and recycling area is located on the south side of the building. The loading dock will be fully enclosed and a siding door will be installed, which will be closed for noise attenuation when delivery trucks occupy the space.

The exterior treatment of the store will reflect a craftsman architectural style combining shiplap siding with stone wainscoting around the foundation of the building. Trellis structures will be installed on portions of the walls facing Beacon Street and Catalina Street. Climbing, flowering vines will be planted and trained to climb the trellises to provide visual interest and to soften the structural elements of the building.

THE APPEAL

- I. Alternative Project Sites. The appeal states that other sites may be more appropriate for the Project.

Response: An analysis of alternatives is required when an Environmental Impact Report (EIR) is prepared (CEQA Guidelines section 15126.6). Such analysis of alternate sites is not required as part of a MND.

- II. Environmental Impact Report. The appeal states that impacts will result that will not be adequately mitigated, including water use, greenhouse gas emissions, noise, and traffic safety and congestion.

Response: Staff amended the MND to include the Mitigation Measures addressing Project lighting under Aesthetics, Air Quality, Biological Resources, Traffic, and Hydrology, and retained Mitigation Measures pertaining to Noise, Cultural and Paleontological Resources and Housing. The mitigation Monitoring Program for this Project has been amended accordingly to address potential impacts.

Section 15073.5(d) of CEQA Guidelines states that, "If during the negative declaration process there is substantial evidence in light of the whole record, before the lead agency that the project, as revised, may have a significant effect on the environment which cannot be mitigated or avoided, the lead agency shall prepare a draft EIR and certify a final EIR prior to approving the project." Furthermore, Section 15064 of CEQA Guidelines states that, "The existence of public controversy over the environmental effects of a project will not require preparation of an EIR if there is no substantial evidence before the agency that the project may have a significant effect on the environment." The Revised MND and the related technical reports establish that all of the potential impacts of the proposed Project are either less than significant or less than significant with mitigation. No significant impacts that would require an EIR have been identified.

- III. Environmental Impacts of Conditions of Approval. The appellant suggests that 1-hour parking and shopping carts in the neighborhood will result in aesthetic and blight impacts.

Response: The appellant offers no evidence to substantiate the claim. Section 15064 further provides that evidence of economic and social impacts that do not contribute to or are not caused by physical changes in the environment is not substantial evidence that the project may have a significant effect on the environment. The appellant has provided no factual evidence to substantiate the suggestion. The Revised MND and the related technical reports establish that all of the potential aesthetic and blight impacts of the proposed Project are either less than significant or less than significant with mitigation. No significant impacts that would require an EIR have been identified.

- IV. Concrete and Enforceable Conditions. The appeal suggests that an initial study be prepared to address potential effects of the conditions of approval, stating that mitigation must be enforceable. The appellant contends that the conditions of approval are not publicly available.

Response: All actions of the Planning Commission have been made public and exist in the public record. The applicant is required to fulfill all conditions of approval and mitigation measures in order to exercise the entitlements and develop the Project. There is no substantial evidence that any of the conditions of approval or mitigation measures would result in their own significant impacts.

- V. Consideration of the Revised MND. In further correspondence, the appellant has argued that it is not lawful for the original MND to have been revised while this appeal has been pending and forwarded on to the City Council for consideration in conjunction

with the other contested approval (the site plan approval), and that the Planning Commission should have a hearing on the revised MND first.

Response: Nothing in CEQA or the Municipal Code requires that a MND, revised or otherwise, receive a public hearing specifically before the Planning Commission. Rather, under an appeal to the City Council, the Council reviews all approvals *de novo*, and furthermore, CEQA requires that the City Council, which is now the final decisionmaking body on the site plan approval, also be the body to adopt the MND. There are no requirements under CEQA that an MND be first heard by a planning commission for an advisory opinion or recommendation. Staff revised the MND in order to address the project's mitigation measures and address issues raised by previous comments, including those by the appellant. It would be contrary to the intent of CEQA to prevent the City Council from adopting the revised MND as the best assessment of environmental impacts available. Furthermore, the potential changes in loading dock configuration that the Planning Commission requested the applicant produce were ultimately rejected; hence, the project before the City Council and analyzed in the revised MND is the same as that initially acted upon by the Planning Commission and upon which the present appeal is based. In conclusion, the City Council is free to adopt the revised MND as the CEQA compliance document for the site plan approval and the project as a whole.

FRESH WATER ALLOCATION:

The Project will require a fresh water allocation. Southern California Edison (SCE) determined that the new Vons would require .28 acre-feet of fresh water. On April 29, 2014, the Santa Catalina Island Company informed SCE of its proposal to transfer in whole the pre-existing water allocation from the Wilcox Nursery (.17 acre feet and excess fresh water from the Golf Gardens (.54 acre feet) to ensure availability of the .28 acre feet for Vons and have an ultimate savings of .26 acre feet (Reference SCE letter dated 5/14/2014 attached). Thus, the project has water sufficient to meet its demands.

In any event, in accordance with the City's Water Conservation/Rationing Planning and Building Application Policy (attached to this staff report), the Planning Department is required to process applications for entitlements whether or not a fresh water allocation is provided at the time the application is filed. Pursuant to this Policy, the City Council shall consider this appeal notwithstanding provision of a fresh water allocation. Even if the Project is approved, the Building and Planning Department will not issue a building permit unless there is available fresh water to serve a fire sprinkler system while the building is unoccupied and will not issue a certificate of occupancy unless the fresh water allocation is provided (which already is the case here).

FINDINGS FOR APPROVAL OR DENIAL OF SITE PLAN:

The purpose of Site Plan Review is to provide a visual and factual document that may be used to determine and control the physical layout, design or use of a lot or parcel of land, buildings or structures. The Avalon Municipal Code sets out the specific bases for the approval or denial of a Site Plan. The findings detailed below are consistent with Staff's recommendation for

approval. If the City Council denies the entitlement, the City Council will need to make factual findings that the Project will not comply with the factors stated in the Code.

Site Plan

Section 9-8.203. Basis for Approval of Site Plans

Approval or disapproval of any site plan shall be based upon the following factors and principles:

- (a) *Every use, development of land and application of development standards shall take place in compliance with all applicable provisions of this title.*

Finding: The site is located on the east side of Sumner Avenue between Catalina and Sumner Avenues in the Commercial zoning district, and grocery stores are a principal permitted use within this zone. As conditioned, the physical layout, design, and use of the site complies with all development standards for development in the Commercial zoning district.

- (b) *Every use, development of land and application of development standards shall be considered on the basis of the suitability of the site for the particular use or development intended, and the total development, including the application of prescribed development standards, shall be so arranged as to avoid traffic congestion, insure the protection of public health, safety and general welfare, prevent adverse effects on neighboring property and shall be in general accord with all elements of the General Plan.*

Finding: Based on the Conditions of Approval and Mitigation Measures, the project will not create traffic congestion, negatively impact the public health, safety and general welfare, adversely affect the neighboring properties and complies with all elements of the General Plan.

- (c) *Every use, development of land, application of development standards shall be considered on the basis of suitable and functional development design, but is not intended that such approval be interpreted to require a particular style or type of architecture.*

Finding: The design meets reasonable design expectations to provide a suitable and functional facility. The design will not create traffic congestion, negatively impact the public health, safety and general welfare, nor adversely affect the neighboring properties. The design incorporates aesthetically suitable features. The exterior treatment of the store will reflect a craftsman architectural style combining shiplap siding with stone wainscoting around the foundation of the building. Trellis structures will be installed on portions of the walls facing Beacon Street and Catalina Street. Climbing, flowering vines will be planted and trained to climb the trellises to provide visual interest and to soften the structural elements of the building

FINDINGS FOR APPROVAL OR DENIAL OF COASTAL DEVELOPMENT PERMIT:

The purpose of a Coastal Development Permit is to ensure that all development is consistent with the City's Certified Local Coastal Program. The Avalon Municipal Code sets out the specific bases for the approval or denial of a Local Coastal Permit. The findings detailed below are consistent with Staff's recommendation for approval. If the City Council denies the permit, the City Council will need to make factual findings that the Project will not comply with the factors stated in the Code. This matter has been set for a *de novo* hearing before the City Council.

Coastal Development Permit

Sec. 9-8.102. Application

In addition to any other permits or approvals required by the City, a coastal development permit shall be required prior to commencement of any development in the City.

The project as proposed constitutes "Development" and is therefore subject to the requirement for a Coastal Development Permit. This project is not within the appealable zone for the Coastal Development Permit. In order to approve the Local Coastal Permit, two findings must be made:

1. *The proposed Development conforms to the Certified Local Coastal Program.*

Finding: The Project does not inhibit access to coastal resources. The Project complies with the provisions of the Commercial District, which states that areas so designated on the Land Use Plan may be used for serving resort-recreation and neighborhood commercial retail and service needs, including grocery. Furthermore, the Project is in conformance with the Certified Local Coastal Program for the City of Avalon, which includes the Avalon General Plan and the Local Coastal Plan for Avalon, as these Plans allow the proposed use within the Project site.

2. *For all development seaward of the nearest public highway to the shoreline, the proposed development conforms to the public access and recreation policies of Chapter 3 of the Coastal Act.*

Finding: The nearest public road to the shoreline is Crescent Dr., and the Project will be located on a site that is on the landward side of Crescent Dr.

CEQA: The Revised MND was prepared in order to address issues raised by the public during the project's environmental review and public hearing process before the Planning Commission. The Revised MND was circulated to the public March 27 through April 16, 2015, and is attached to this staff report for Council's consideration.

Staff would like to call attention to Mitigation Measure Hydro-2, which requires either the provision of a No Rise Certification or evidence that federal flood plain requirements have otherwise been addressed. The applicant has submitted to the City a report regarding the floodplain impacts of the proposed project, as predicted by computer modeling. The result of this modeling is that the proposed project would result in a 0.0-foot increase in the flood plain.

This reports lends further weight to the Revised MND's conclusion that no significant flood impacts would result from implementation of the project. The floodplain impact report is attached to this staff report for Council's consideration.

Lastly, staff recommends that the Revised MND be adopted by the City Council with the attached errata, which are necessary to correct a scrivener's error. Specifically, it was communicated throughout the entitlement process, via staff reports and oral presentations, that the water allocation for the project originated from a preexisting allocation of 0.17 acre-feet from the Wilcox Nursery and 0.54 acre-feet in excess allocation from the Golf Gardens, which together are more than adequate to meet the project water demand of 0.28 acre-feet. The errata pages attached to this staff report would explicitly state that this is the source of the project's water, and not the water allocations of the two existing stores. This errata merely clarifies the MND's analysis, and does not change the conclusions of the MND regarding the significance of the project's impacts, nor does it affect any of the proposed mitigation.

GOAL ALIGNMENT: Not Aligned

FISCAL IMPACTS: Any expenses incurred by the City in the preparation of the appeal are reimbursable by the Applicant.

CONSEQUENCES OF NOT FOLLOWING RECOMMENDED ACTION: Should the appeal be upheld, the project will not move forward as proposed. The applicant may revise the Project to address any findings supporting the City Council's denial or the applicant may appeal the decision in court.

FOLLOW UP ACTION:

ADVERTISING, NOTICE AND PUBLIC CONTACT: This item was published in a newspaper of local circulation on July 17 and 24, 2015, and was properly listed on the posted agenda pursuant to the Brown Act.

ATTACHMENTS:

Attachment A - Conditions of Approval dated August 4, 2015.

Attachment B – Site Plan

Attachment C – Revised Mitigated Negative Declaration

Attachment D – Mitigation Monitoring Program

Attachment E – Floodplain Impact Report

Attachment F – Errata Sheets to the Revised MND

Attachment G - SCE letter dated May 14, 2014

Attachment H - CESA letter appealing Planning Commission's December 3, 2014 Action

Attachment I – CESA letter dated July 28, 2015

Attachment J – Water Conservation/Rationing Planning and Building Application Policy

Attachment A

Conditions of Approval

Street Address: 240 Sumner Avenue

A. General Conditions:

1. This Project approval shall expire on August 4, 2018 unless a time extension is requested, approved, and filed with the Planning Department prior to expiration.
2. This Project shall comply with all mitigation measures described in the Mitigated Monitoring Program as adopted with the certification of the Mitigated Negative Declaration on August 4, 2015.

B. Special Conditions:

3. Parcel Map Recording/Covenant for Lot Coverage: Prior to the commencement construction of the Project at the Project site, Applicant shall process or cause to be processed, a parcel map that shall include land for the Vons store and other land not containing any buildings, such that the parcel that includes the Vons store shall have a maximum lot coverage of eighty percent (80%) of gross lot area. Applicant shall record or cause to be recorded a covenant providing that so long as the approved building exists on the site, the maximum lot coverage of the subject parcel shall remain at eighty percent (80%).
4. Conformance with Inclusionary Housing Plan/Transfer of Employees: Prior to commencement of commercial operations at the site which is the subject of this approval, the Applicant shall cease all commercial operations at the sites located at APN: 7480-016-009, 117 Catalina St. SCICo tenant location M and APN 7480-018-003, 123 Metropole. The projected number of peak season employees at the site which is the subject of this approval shall not exceed the combined number of peak season employees at APN: 7480-016-009, 117 Catalina St. SCICo tenant location M and APN: 7480-018-003, 123 Metropole in the 12 months prior to ceasing operations at each location. Any commercial use of APN: 7480-016-009, 117 Catalina St. SCICo tenant location M] or APN: 7480-018-003, 123 Metropole after cessation of operations pursuant to this condition shall constitute "new commercial development" under Chapter 11 of Title 9 of the Avalon Municipal Code and shall be subject to all requirements therein, regardless of whether any tentative map, parcel map, or site plan is required. Applicant shall record or cause to be recorded certificates with the County Recorder of the County of Los Angeles, which specifically identify APN: 7480-016-009, 117 Catalina St. SCICo tenant location M and APN: 7480-018-003, 123 Metropole and which provide notice of this condition. If the number of peak seasonal employees at the site subject to this approval exceeds the combined number of peak seasonal employees at the sites located at APN: 7480-016-009, 117 Catalina St. SCICo tenant location M and

APN 7480-018-003, 123 Metropole, the Applicant shall submit an Inclusionary Housing Plan that complies with Chapter 11 of Title 9 of the Avalon Municipal Code.

5. Minimum Parking Requirements: Parking shown on the Project Site Plan shall not be reduced so long as the newly constructed Vons building remains on the Project site.
6. Trash: A trash enclosure shall be provided adequate to accommodate a cardboard bailer and separation of green/compostable waste from other trash.
7. Parking: Applicant and Owner shall share the cost equally with the City to reprogram the curbside parking in the 200 block of Sumner and Catalina to facilitate additional 1 hour parking.
8. Signage: The Applicant shall be limited to one 8 square foot sign per street frontage (Sumner, Beacon and Catalina). If the sign is internally lit, the sign shall be timed to dim to half illumination upon closing of the store.
9. Fedex/Aeronautical Parking: To prohibit interruption of freight services, plans for reconfiguring the loading area lost as a result of this Project must be submitted prior to issuing a demolition permit for the structures on the proposed Vons location.
10. Deliveries: Delivery by other vendors to the store location must be accommodated in the loading bay and may not happen from Beacon, Sumner or Catalina or the designated parking lot.
11. Shopping Carts: A cart containment perimeter should not be utilized so that customers may take the cart home to reduce vehicle trips to the store. Vons will be allowed to reinstitute the cart pickup program formally utilized by the store on Metropole.
12. Grocery Delivery: Consider feasibility of providing or allowing for grocery delivery service.
13. Lighting: To reduce light and glare, a lighting plan will be submitted for approval prior to receiving building permits that ensures that the lighting is adequately shielded and directed to prevent light bleed of more than 5fc beyond the property's boundaries.
14. Water Quality: The Applicant will submit either a Stormwater Pollution Prevention Plan prepared under the NPDES stormwater permit administered by RWQCB or an Erosion and Sediment control plan as required by Avalon's MS4 permit prior to being issued a grading permit.
15. Drainage and Flooding: The Applicant will comply with City Floodplain Management, AMC Section 6-9.403 and Development Permit and Section 6-

9.501 Standards of Construction. In addition, and consistent with AMC Section 6-9.506 the Applicant shall obtain and provide a "No Rise" Certification that certifies the Project will not increase flood heights. The No Rise Certification must be provided to the City prior to the issuance of building permits.

16. Traffic Congestion: To prevent increase in traffic in relation to the existing traffic load, the Applicant shall submit construction staging plan, hauling routes, parking management plan. A flagman or other measures may be required during construction.

C. The following conditions require additional action by, or documentation from, the applicant before building permits can be issued:

17. Projects resulting in demolition of existing structure or projects exceeding \$75,000 in value must provide certification of the condition of the sewer lateral before Building Permits can be issued.
18. Projects involving structures constructed before 1979 and that require any demolition, must be assessed for the presence of asbestos, lead and other hazardous materials which shall be handled in accordance with applicable State codes. Copies of inspection results and shipping manifests (when disposal is required) must be provided prior to issuance of a demolition permit or building permit.
19. Projects requiring excavation and/or grading in a mapped archeological area defined in the Cultural Resources Management Plan for the City, may be required to have a qualified archeological monitor onsite during excavation and/or grading.
20. Projects requiring obstruction of the public right of way, must obtain obstruction permits prior or simultaneous with the building permit.
21. Projects requiring excavation in the public right of way, must obtain excavation permits prior or simultaneous with the building permit.
22. Projects subject to payment of Long Beach Unified School District fees must provide proof of payment or exemption prior to issuance of the building permit.

D. The following conditions apply to all projects:

23. Projects located in the floodplain as defined by the FIRM (Flood Insurance Rate Map), must provide a base flood elevation certificate for the new or substantially improved structure resulting from this application before a Building Permit can be issued.
24. If the City discovers that material facts were not disclosed by Applicant or that facts provided by the Applicant were different than represented, the City may impose additional conditions of approval to mitigate any adverse impacts.
25. The Project shall be developed and maintained in strict accordance with the approved plans unless written approval is given by the Planning Department.

Approval by the Planning Department does not waive the requirement that the Project comply with all sections of the Planning and Zoning code and all other applicable sections of the Municipal Code.

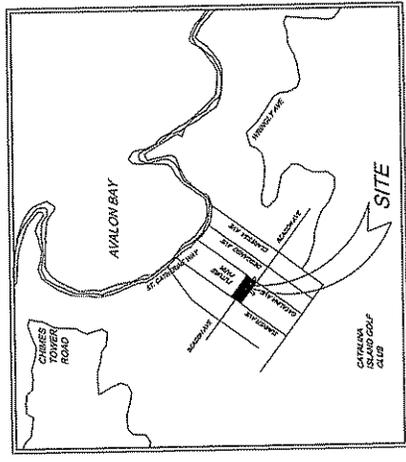
26. All construction on the Project shall be limited to Monday through Saturday, 8am to 7pm. No construction shall occur on Sundays.
27. All Project contractors and sub-contractors must maintain a City of Avalon business licenses in compliance with all local, state, and federal laws allowing them to work in the City.
28. Non-Combustible materials shall be used for all roofing materials subject to approval by the Planning Department.
29. Approved fire walls shall be constructed as required by the Los Angeles County Building Code.
30. A dual water system shall be installed and approved by the Planning Department.
31. The site shall be kept in a neat manner at all times and the landscaping shall be continuously maintained in a healthy and thriving condition.
32. The entire sanitation system shall be connected to the City salt water system.
33. The design and construction of all sewers shall be approved by the Department of Public Works, including the design and construction of sewer connections and laterals.
34. A trash storage area shall be constructed in such a manner to be reasonable shielded from view from the street and of a size capable of containing a trash receptacle and recycling bin, subject to the approval of City staff.
35. The Project shall be under construction (defined as foundations in and framing in progress) within 36 months of this approval or all permits will be null and void.
36. Structural drainage shall be provided by use of roof gutters and downspouts which allow for proper drainage away from the foundation of any structure and which do not cause any pooling of standing water.
37. All plans and specifications must be approved by the City of Avalon Building Department prior to construction beginning.
38. City staff shall review and approve location, size and noise output of mechanical devices.
39. Additional fresh water must be supplied as required by Southern California Edison.
40. All changes mandated by the City of Avalon Building Department that would require an amended site plan must be reviewed and approved by the Planning

Commission before any construction takes place.

41. Owner/Applicant must offer to dedicate to the City the following easements measuring at least 10 feet in width, if applicable:
 - Public utilities easement
 - Water line easement
 - Sewer facilities easement
 - Landscape easement
 - Storm drain easement
42. Any existing public improvements which are damaged as a result of construction regarding the Project shall be repaired or replaced to the satisfaction of City staff at the Owner/Applicant's sole cost before a certificate of occupancy can be issued.
43. Owner/Applicant agrees to indemnify, defend, and hold the City harmless, with counsel reasonably acceptable to the City, from costs and expenses, including attorney fees, incurred by the City or held to be the liability of the City in connection with the City's defense of its actions in any proceeding brought in any State or Federal court challenging the City's actions with respect to the Project. Owner/Applicant understands and acknowledges that the City is under no obligation to defend any legal actions challenging the Project.
44. Any preexisting Municipal Code violations at the property must be resolved prior to issuance of a certificate of occupancy, even if such Code violations are unrelated to the Project.
45. Project must comply with all mitigation measures noted in any related environmental assessments performed in connection with this Project, prior to receiving a certificate of occupancy.
46. All conditions of approval must be completed to the satisfaction of the City Planning Department prior to occupancy of the Project.
47. Project Applicant shall pay the City all statutory fees required by the City's fee ordinance.



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mgsarchitecture.com



VICINITY MAP
SCALE: 1"=20'-0"

SITE SUMMARY
VONS PARCEL: 22,500 S.F.
PARKING PARCEL: 6,353 S.F.
TOTAL LAND AREA: 28,853 S.F.
(ACRES = 0.662)

BUILDING AREA: 19,139 S.F.
MEZZANINE AREA: 3,904 S.F.
TOTAL AREA: 23,044 S.F.

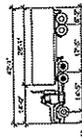
PARCEL COVERAGE: 65.3 %
FLOOR LOT RATIO: 75.2 %
(BASED ON 160% GROSS FLOOR AREA FOR 2 LEVELS)

OVERSTREET PARKING SUMMARY
REGULAR PARKING STALLS: 3
(2 HANDICAP & 1 STANDARD)
AUTOLETTE PARKING STALLS: 23

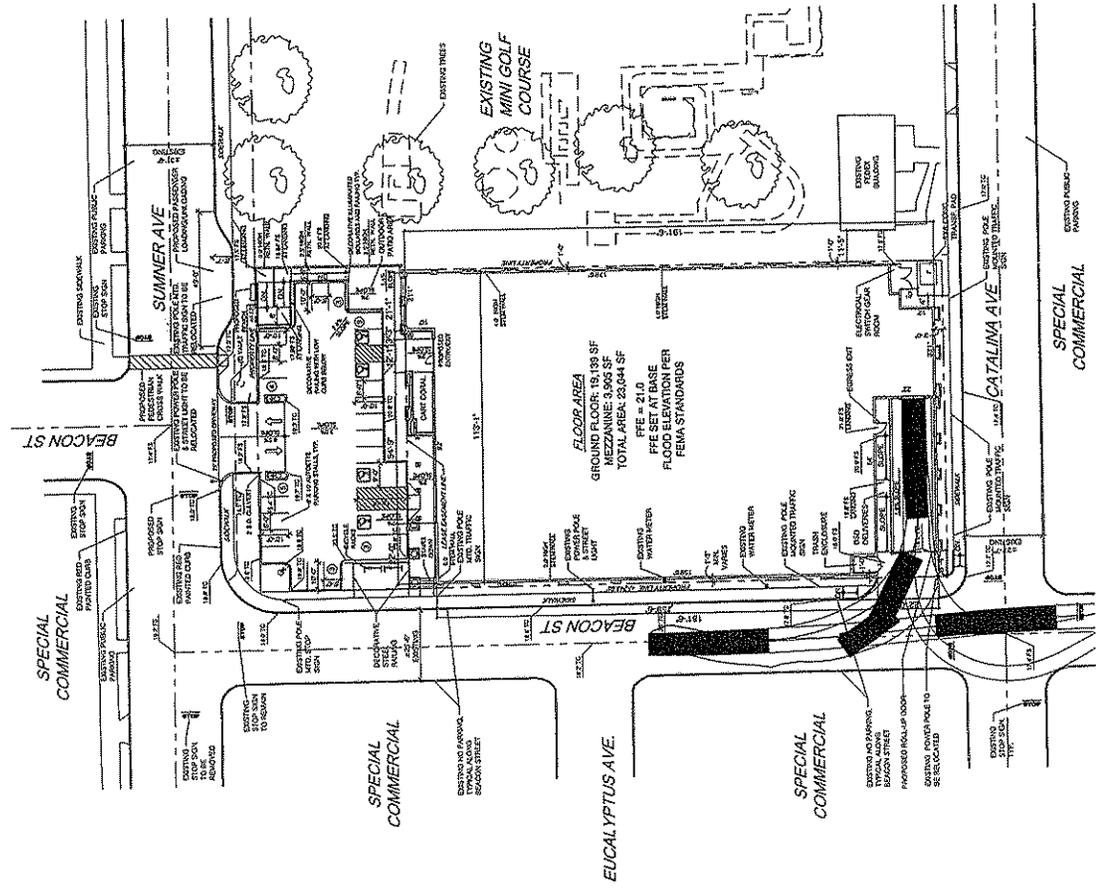
TOTAL PARKING PROVIDED: 26 STALLS
CURB CUT/STREET PARKING STALLS REMOVED: 3
STALLS PROVIDED: 4

LEGEND

- LANDSCAPE
- PROPERTY LINE
- PARKING STALL COUNT
- ILLUMINATED DECORATIVE BOLLARD
- PARKING LOT LIGHT STANDARD



VONS DELIVERY TRUCK ELEVATION
SCALE: 1"=20'-0"



FLOOR AREA
GROUND FLOOR: 19,139 SF
MEZZANINE: 3,904 SF
TOTAL AREA: 23,044 SF
F.F.E. = 21.0
FLOOD ELEVATION PER FEMA STANDARDS

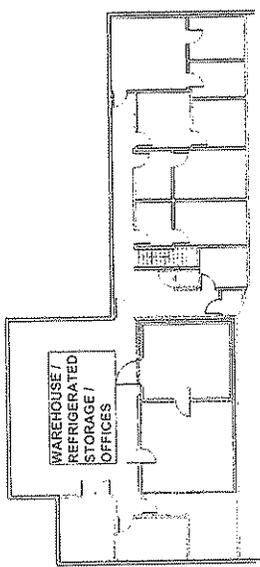
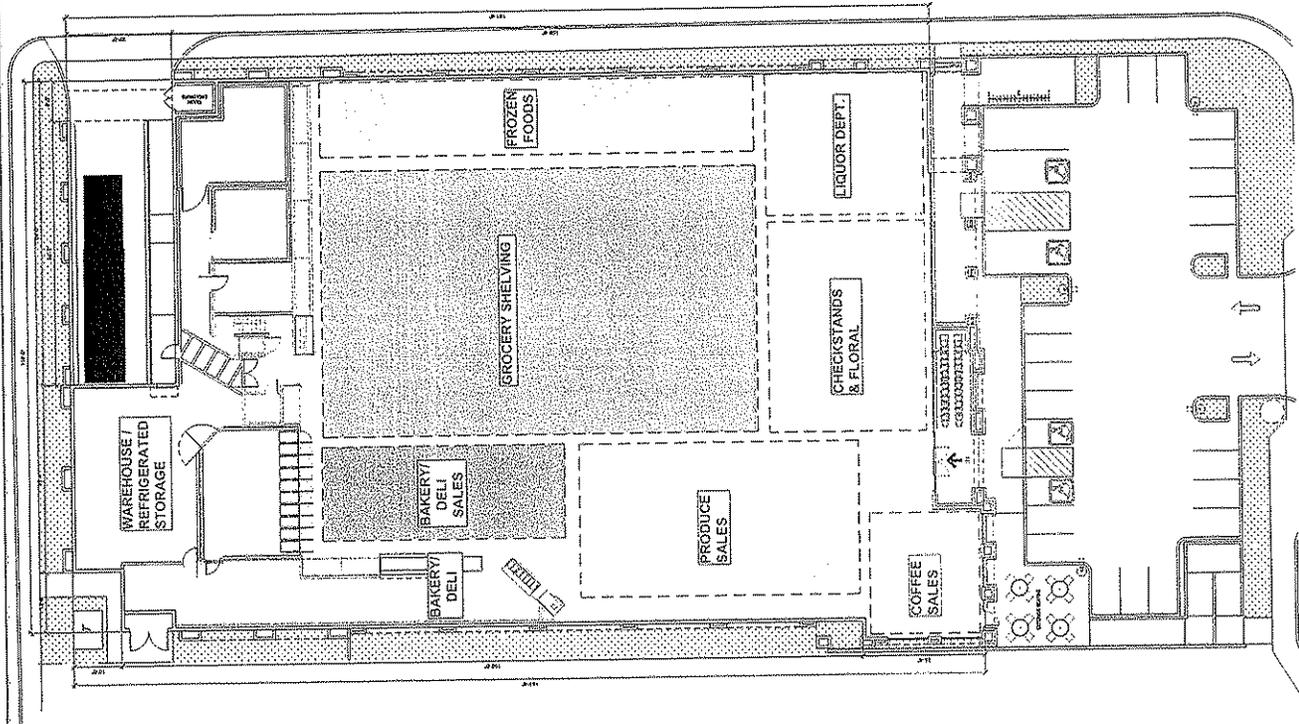
VONS #3280
AVALON, CALIFORNIA

SITE PLAN SHEET 1



DATE	07/17/2014
MCS JOB #	1435602
DATE	08/07/14
REVISION	
DATE	09/27/14
REVISION	
DATE	02/11/16
REVISION	
DATE	
REVISION	

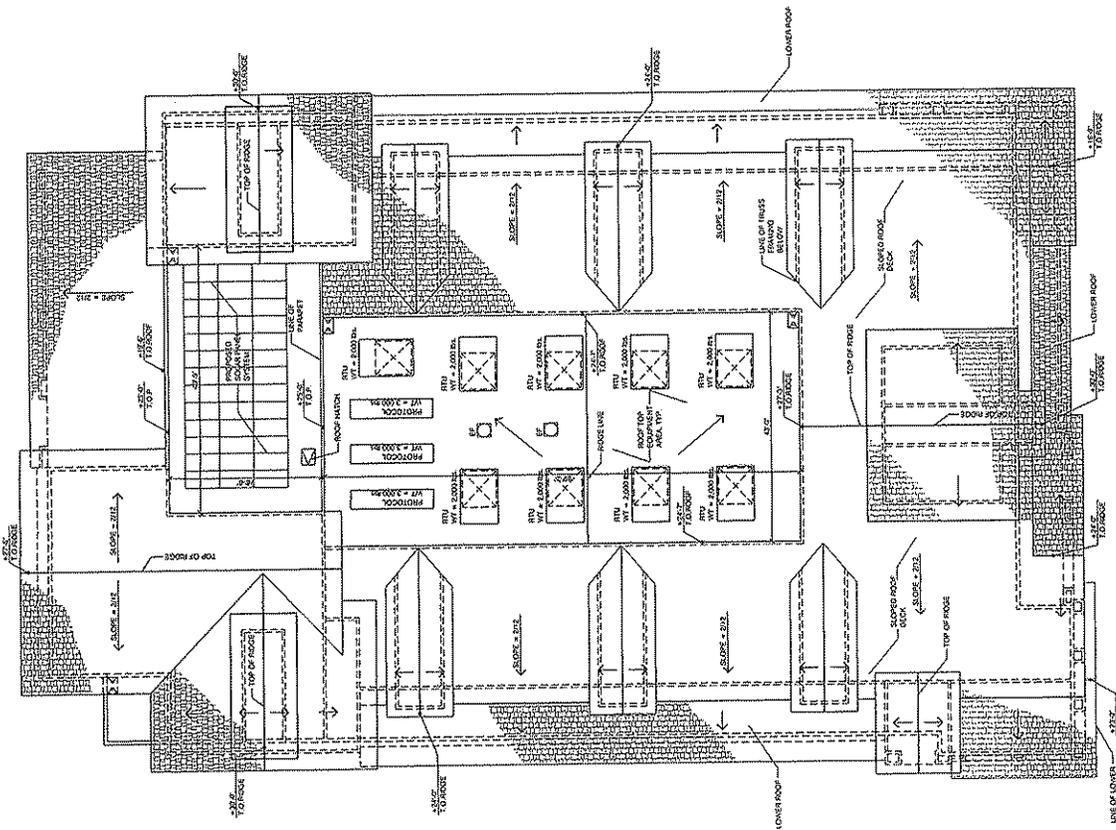
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MEZZANINE PLAN



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AVALON, CALIFORNIA

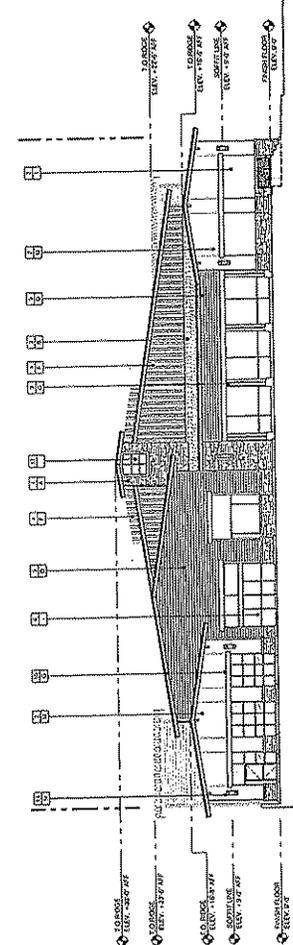
ROOF PLAN
SHEET 3



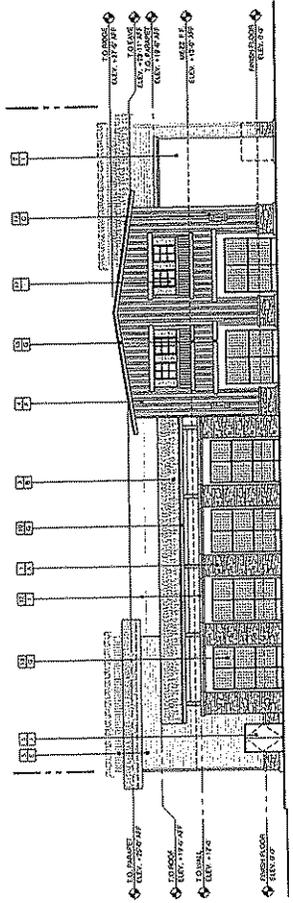
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DATE:	07/17/2014
MCG JOB #:	14326J*
DATE:	REVISIONS
DATE:	PLANNING SUBMITTAL

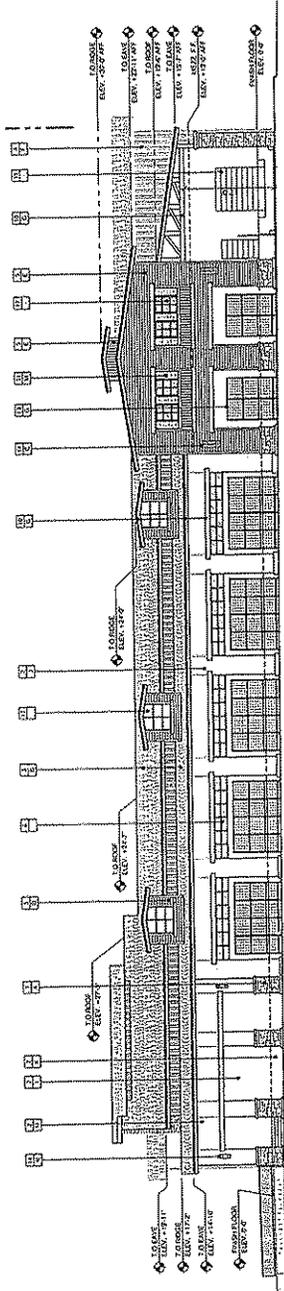
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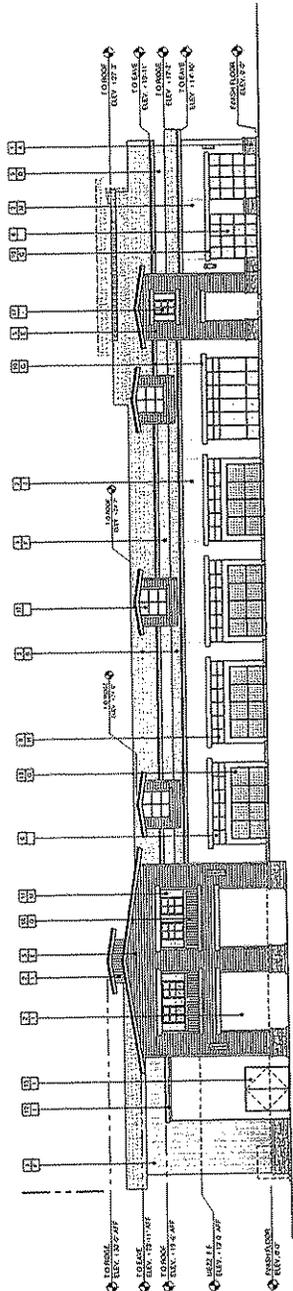
NORTH ELEVATION
(Summer Street)



SOUTH ELEVATION
(Channing Avenue)



WEST ELEVATION
(Beacon Street)



EAST ELEVATION
(Facing future Park)

COLOR AND MATERIAL LEGEND:

- | | |
|---|-------------------------------|
| MATERIAL | COLOR & FINISHES |
| 1 STONE VENEER | A NATURAL BLEND - LUDOX STONE |
| 2 EXTENDED PLASTER FINISH (FINE SAND PLASTER TEXTURE) | B TRIMMABLE LUDOX |
| 3 ASPHALT FLOOR - SHOVELS | C PAINT FINISH |
| 4 COMPOSITE PANELS WITH ARTISTIC GRAINS | D COLOR: SWAINSON TRUSTY TAY |
| 5 CLEAR GLASS | E NOT USED |
| 6 NOT USED | F PAINT FINISH |
| 7 ALUMINUM STOREFRONT WINDOW FRAME | G COLOR: SWAINSON TRUSTY TAY |
| 8 WOOD POST/BEAM | H ST. JOHNS HILL |
| 9 WOOD ROOFING/CLAY TRUSS | I ST. JOHNS HILL |
| 10 WOOD WINDOW SHUTTER | J PAINT FINISH |
| 11 FIRM FIBER BOARD | K COLOR: SWAINSON TRUSTY TAY |
| 12 WOOD ASBON | L NOT USED |
| 13 RECREATING ROLL LOCK FIBERGLASS | M PAINT FINISH |
| 14 METAL LOCKROLL UP DOOR | N COLOR: SWAINSON TRUSTY TAY |
| 15 RECREATING WOOD MIMIC | O ST. JOHNS HILL |
| 16 RECREATING WOOD MIMIC | P ST. JOHNS HILL |

EXTERIOR ELEVATIONS
SHEET 4



VONS #3280
AVALON, CALIFORNIA

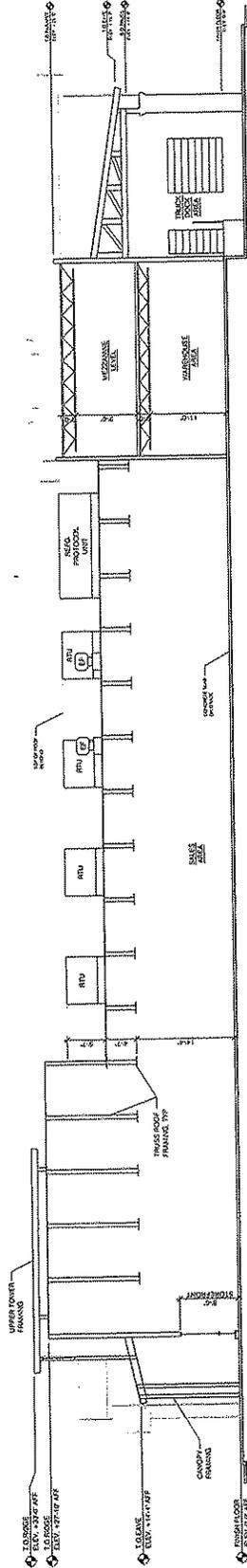
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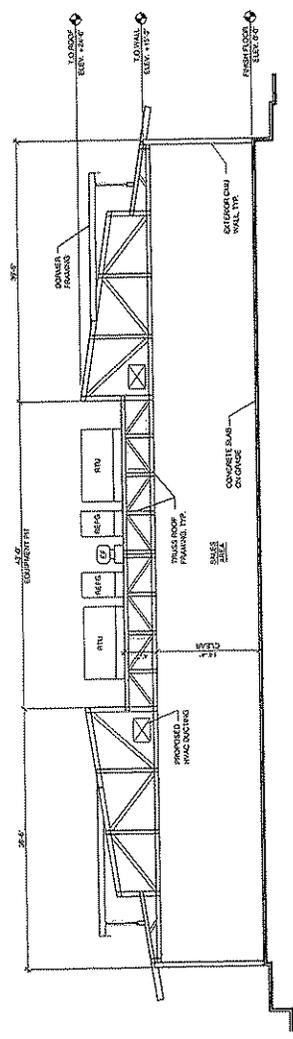
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VONS JOB #: 14.332.02
DATE: 09/29/14
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MCGE has prepared this contract to meet the requirements of the State of California, and the client, MCGE, Inc.



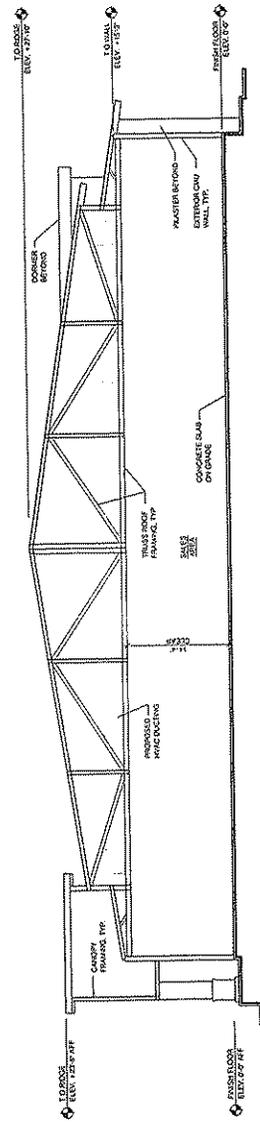
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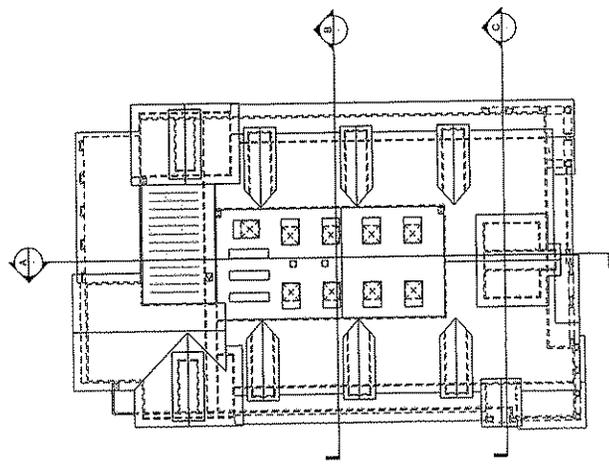
A BUILDING SECTION
 SCALE: 1/8" = 1'-0"



B BUILDING SECTION
 SCALE: 1/8" = 1'-0"

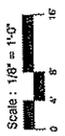


C BUILDING SECTION
 SCALE: 1/8" = 1'-0"



KEY PLAN
 SCALE: 1/8" = 1'-0"

**BUILDING SECTIONS
 SHEET 5**



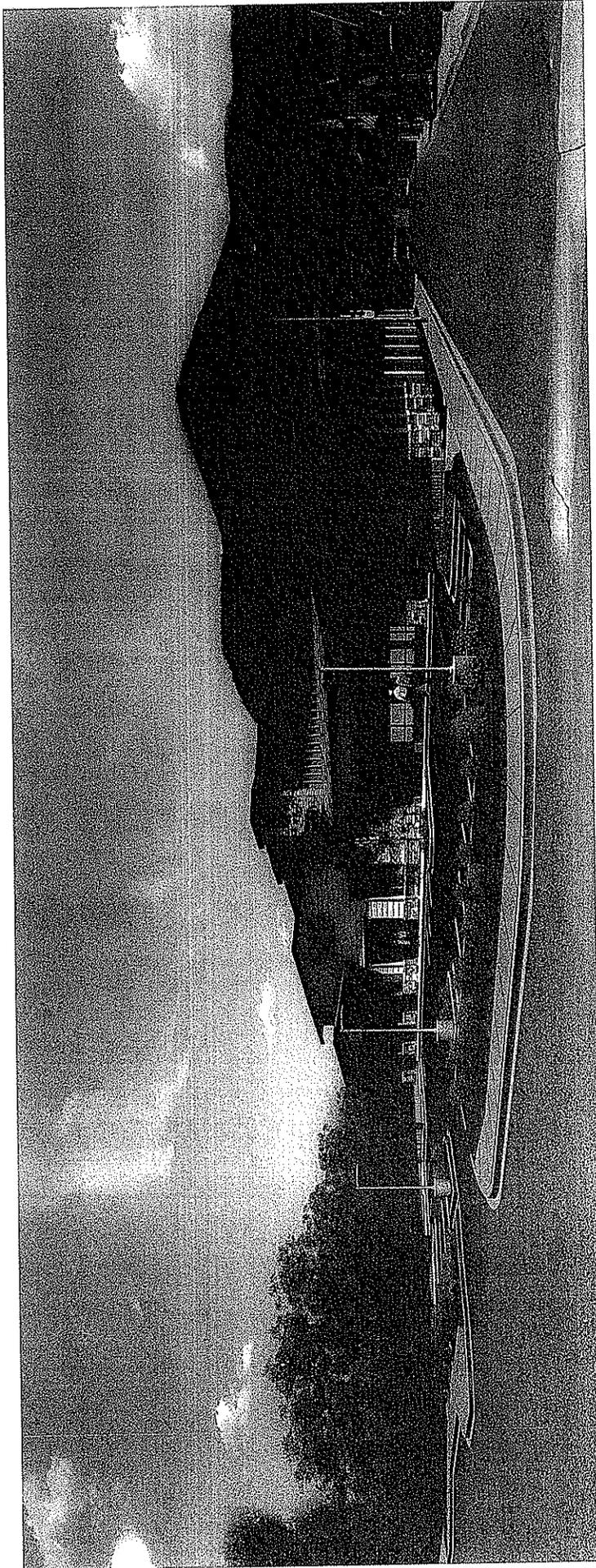
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REVISIONS
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 SCALE: This information is developed to support and is subject to
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**VONS #3280
 AVALON, CALIFORNIA**

07/17/2014

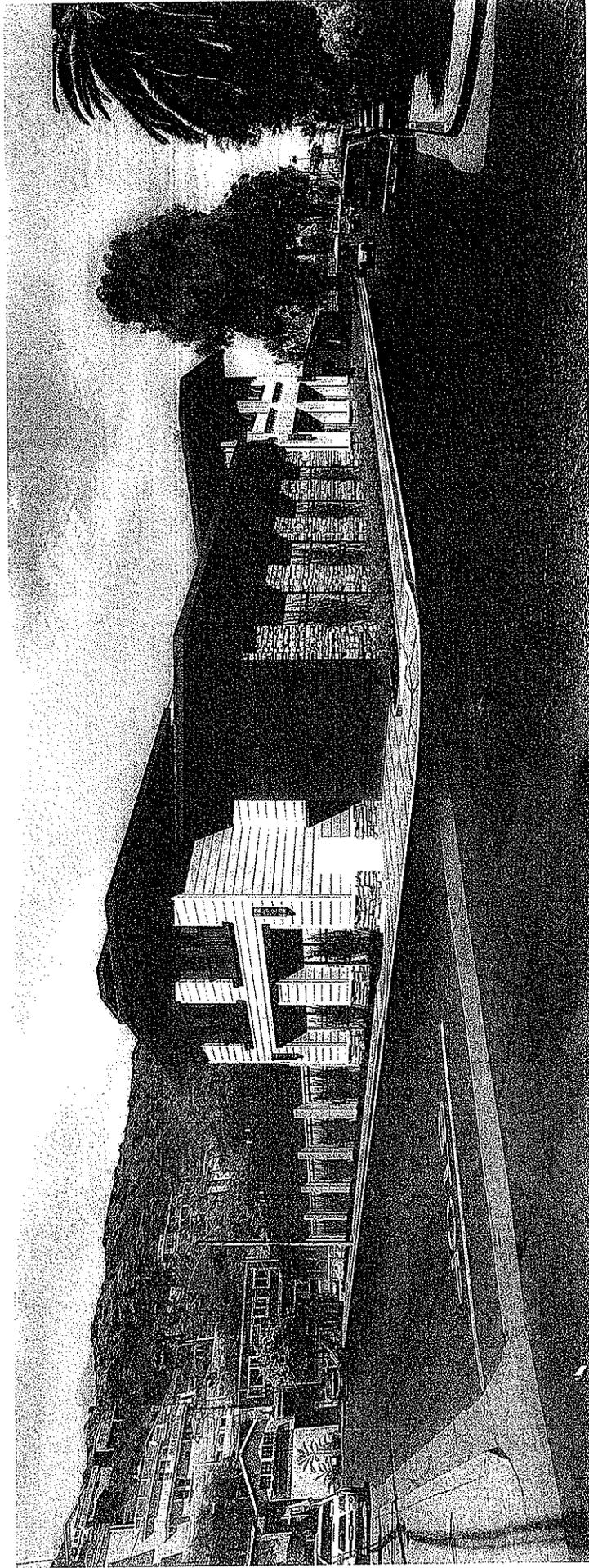


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FRONT PERSPECTIVE
 SHEET 7

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REAR PERSPECTIVE
SHEET 8

DATE: 07/17/04
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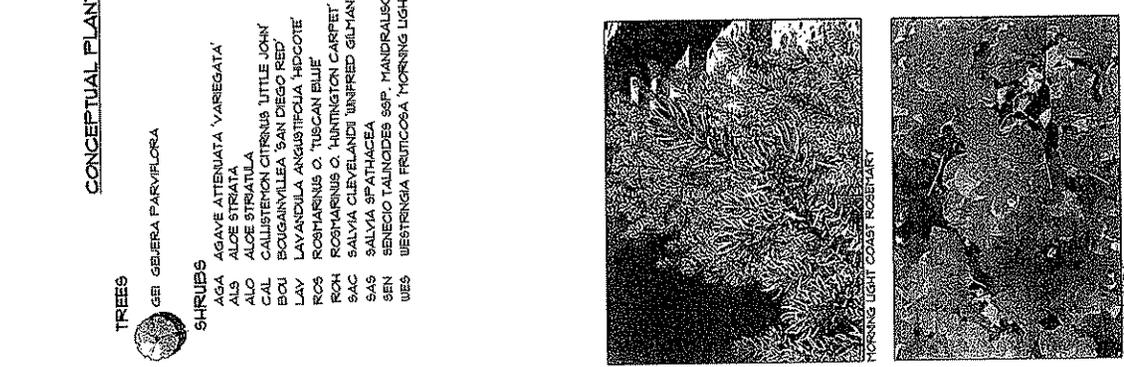
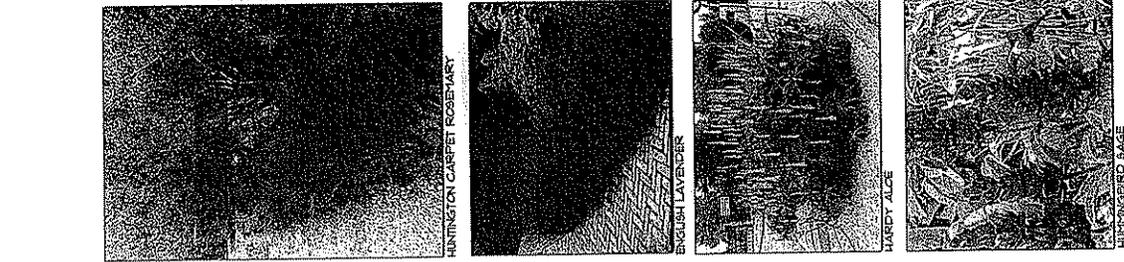
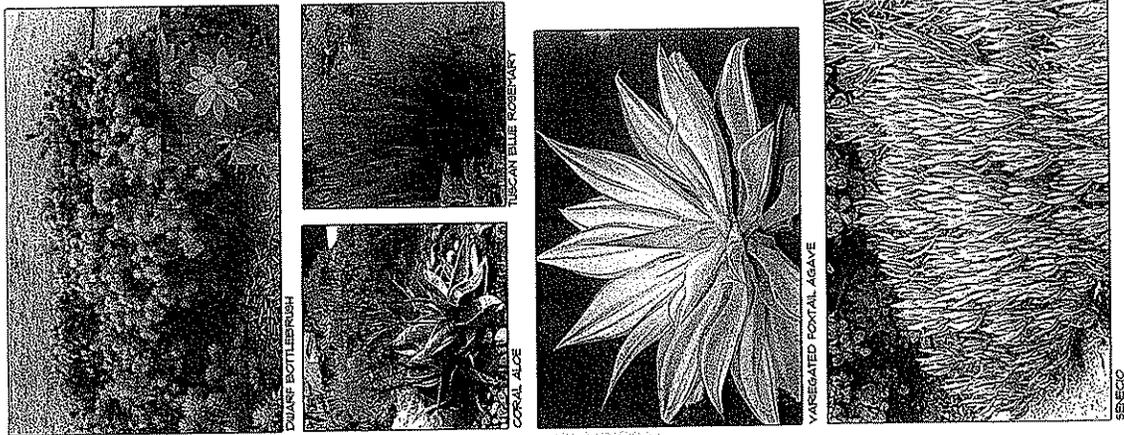
DATE: 08/02/11
REVISIONS: PLANNING SUBMITTAL

BY: [Signature]
DATE: [Signature]
SCALE: 1/8" = 1'-0"
SHEETWORK: [Signature]

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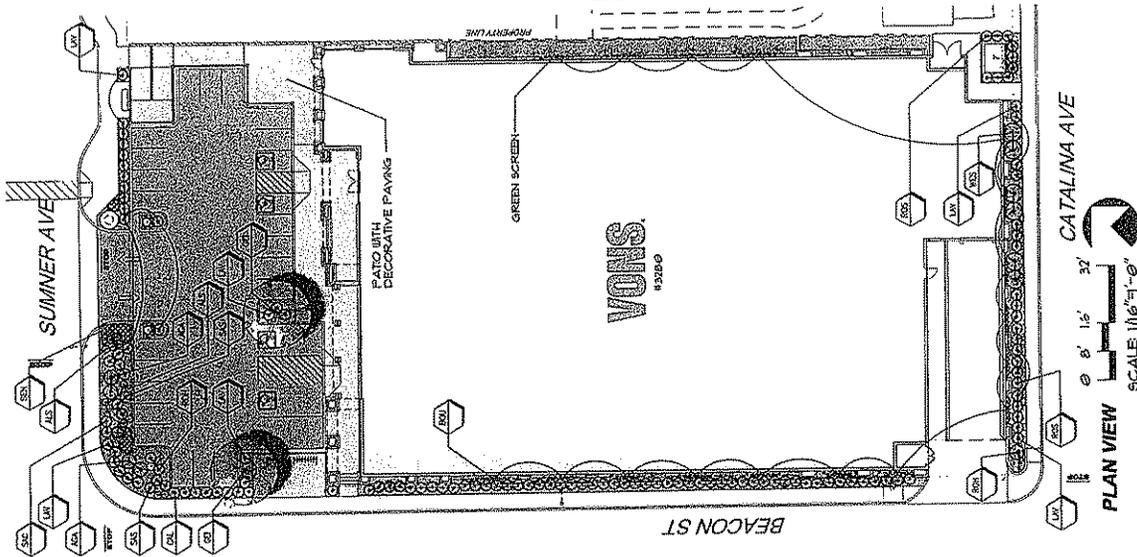
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CONCEPTUAL PLANT PALETTE

- TREES**
- GEI GEBURA PARVIFLORA
- SHRUBS**
- AGAVE ATTENUATA 'VAREGATA'
 - AGA ALOE STRATA
 - ALO CAL
 - CALLISTEMON CITRINUS 'LITTLE JOHN'
 - BOL BOUGAINVILLEA 'SAN DIEGO RED'
 - LAV LAVANDULA ANGSTIFOLIA 'HIDCOTE'
 - ROS ROSMARINUS O. 'TUSCAN BLUE'
 - ROH ROSMARINUS O. 'HUNTINGTON CARPET'
 - SAC SALVIA CLEVELANDI 'UNFRED GILMAN'
 - SAS SENECIO TALIODES SPP. 'MANDRALISCAE'
 - SEN WESTRINGIA FRUTICOSA 'MORNING LIGHT'
- TREES**
- AUSTRALIAN WILLOW
- SHRUBS**
- VAREGATED FOXTAIL AGAVE
 - CORAL ALOE
 - HARDY ALOE
 - DUARF BOTTLEBRUSH
 - SAN DIEGO RED BOUGAINVILLEA
 - HIDCOTE ENGLISH LAVENDER
 - TUSCAN BLUE ROSEMARY
 - HUNTINGTON CARPET ROSEMARY
 - UNFRED GILMAN CLEVELAND SAGE
 - HUMPSSEED SAGE
 - NON
 - MORNING LIGHT COAST ROSEMARY



VONS MARKET #3280
 AVALON, CATALINA ISLAND

CONCEPTUAL LANDSCAPE PLAN



City of Avalon

Planning Department

DRAFT

**MITIGATED NEGATIVE
DECLARATION**

AND

**INITIAL STUDY FOR
VONS GROCERY STORE**

March 2015

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Tab 1

Mitigated Negative Declaration

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

Notice is hereby given that the public agency named below has completed an Initial Study of the following described project at the following location:	
Public Agency:	City of Avalon
Project Name:	Vons Grocery Store
Project Location – Identify street address and cross streets or attach a map showing project site (preferably a USGS 15' or 7 1/2' topographical map identified by quadrangle name):	240 Sumner, Parcel bounded by Sumner, Beacon and Catalina. Avalon, CA 90704 A portion of APN: 7480-016-009
Project Description: This Project is the approval of a Site Plan, Local Coastal Permit, and Conditional Use Permit allowing for the construction of a 20,000 square foot, two-story grocery store to be located at 240 Sumner in the City of Avalon.	
The Initial Study prepared for the Project was completed in accordance with the Lead Agency's Guidelines implementing the California Environmental Quality Act. The Initial Study was undertaken for the purpose of deciding whether the project may have a significant effect on the environment. On the basis of such Initial Study, the Lead Agency's Staff has concluded that the project will not have a significant effect on the environment, and has therefore prepared a Draft Mitigated Negative Declaration. The Initial Study reflects the independent judgment of the Lead Agency.	
<input type="checkbox"/> The Project site IS on a list compiled pursuant to Government Code section 65962.5.	
XX The Project site IS NOT on a list compiled pursuant to Government Code section 65962.5.	
<input type="checkbox"/> The proposed project IS considered a project of statewide, regional or areawide significance.	
XX The proposed project IS NOT considered a project of statewide, regional or areawide significance.	
<input type="checkbox"/> The proposed project WILL affect highways or other facilities under the jurisdiction of the State Department of Transportation.	
XX The proposed project WILL NOT affect highways or other facilities under the jurisdiction of the State Department of Transportation.	
<input type="checkbox"/> A scoping meeting WILL be held by the lead agency.	
XX A scoping meeting WILL NOT be held by the lead agency.	
Copies of the Initial Study and Draft Mitigated Negative Declaration, as well as all documents referenced in the Draft Mitigated Negative Declaration, are on file and are available for public review at the Lead Agency's office, located at: 410 Avalon Canyon Road, Avalon, CA 90704	
The proposed Mitigated Negative Declaration can be obtained in electronic format by the following method: Contacting Avalon Planning Department, planning@cityofavalon.com or 310/510-0220, ext. 116.	
Comments will be received from Friday, March 27, 2015 through Thursday, April 16, 2015, consistent with Public Resources Code § 21091(b).	

Any person wishing to comment on this matter must submit such comments, in writing, to the Lead Agency prior to the close of business on Thursday, April 16, 2015. Comments of all Responsible Agencies are also requested. Please note: Failure to submit comments could impair an individual's or an entity's ability to request review of any approval of the Project or adoption of the Mitigated Negative Declaration in a court of law.

The Lead Agency will consider the project and the Draft Mitigated Negative Declaration at its meeting at 410 Avalon Canyon Road, Avalon, CA 90704

Date: Tuesday, April 21, 2015

Time: 6:00 p.m.

If the Lead Agency finds that the project will not have a significant effect on the environment, it may adopt the Mitigated Negative Declaration. This means that the Lead Agency may proceed to consider the project without the preparation of an Environmental Impact Report.



Amanda Cook,
Planning Director

Posted: Friday, March 27th, 2015
Published: Friday, March 27th, 2015

Tab 2

Environmental Checklist

CEQA Environmental Checklist

PROJECT DESCRIPTION AND BACKGROUND

Project Title:	Vons Grocery Store
Lead agency name and address:	City of Avalon
Contact person and phone number:	Amanda Cook
Project Location:	Avalon, CA
Project sponsor's name and address:	Vons
General plan description:	Commercial
Zoning:	Commercial
Surrounding land uses and setting; briefly describe the project's surroundings:	Special Commercial housing and businesses
Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements):	City of Avalon, Planning & Bldg Dept's LA County Health Dept AQMD (kitchen exhaust hoods)

PROJECT DESCRIPTION

Vons proposes to construct a 23,044 square foot grocery store on a 28,588 SF project site, located at 240 Sumner Avenue, Avalon, California. The Project would consolidate the operations of two smaller Vons stores within the City, which stores would cease operations upon opening of the new store. The Project would be a two-story building, with the second floor being a 3,905 SF "mezzanine"-type floor for administrative and "back of house" uses in support of the main grocery store use. Under the Project, an off-street parking lot would be developed along Sumner Avenue, with parking spaces for autoettes and full size vehicles, as well as racks for bicycles and a pull-in area to accommodate taxi service. An enclosed loading dock and trash enclosure will be located at the corner of Beacon Street and Catalina Avenue. The new building will be about 30' above grade (34' high above existing grade) at its highest, gabled point, which is consistent with the zoning's allowed maximum height of 40'. Landscaping will be installed along the perimeter of the Project site, including the parking lot. As part of the construction of the Project, two small existing structures will be demolished.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 3 for additional information.

<input checked="" type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry	<input checked="" type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology/Soils
<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards and Hazardous Materials	<input checked="" type="checkbox"/>	Hydrology/Water Quality
<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources	<input checked="" type="checkbox"/>	Noise
<input checked="" type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation
<input checked="" type="checkbox"/>	Transportation/Traffic	<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required

Signature:	Date: 3/27/15
Printed Name: Amanda Cook	For:

CEQA Environmental Checklist

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

IV. BIOLOGICAL RESOURCES: Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

V. CULTURAL RESOURCES: Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

VI. GEOLOGY AND SOILS: Would the project:

(See attached geotechnical report)

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

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VII. GREENHOUSE GAS EMISSIONS: Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

VIII. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

IX. HYDROLOGY AND WATER QUALITY: Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

X. LAND USE AND PLANNING: Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XI. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XII. NOISE: Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIII. POPULATION AND HOUSING: Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIV. PUBLIC SERVICES:

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

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XV. RECREATION:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XVI. TRANSPORTATION/TRAFFIC: Would the project:

- | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Tab 3

Explanations for Environmental Evaluation

CEQA
EXPLANATIONS FOR ENVIRONMENTAL CHECKLIST
VONS - CATALINA PROJECT
October 24, 2014

I. AESTHETICS

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

Less than Significant Impact. Scenic vistas are background, panoramic views, typically of scenes located some distance away. There are a number of scenic vistas available within the City. For instance, views of the Pacific Ocean and of the surrounding ridgelines are widely available throughout the City, while sweeping views of the City's downtown along with the ocean are available from the City's hillside residential neighborhoods. In the immediate vicinity of the Project site, the scenic vistas would be of the ridgelines of the surrounding hillsides. The Project itself would have a maximum elevation of about 30' above grade, this elevation constituting a "peak" from which the roof on the east/west sides slopes down from, to an elevation of about 23' or 22' above grade. Sheets 7 and 8, which are computer renderings of the proposed store concept, show the relationship between the massing of the store and the surrounding ridgelines. As can be surmised, the Project would block views of the hillsides if one were immediately adjacent to the store, as would most any development. However, views of the scenic vistas would be restored only a short distance away from the store. These vistas would still be available from large areas of the City. Given this and the fact that these vistas are commonly accepted to be sporadically available throughout the City give its dense, urban nature, any effects of the Project are not deemed to be substantially adverse. This impact would be less than significant.

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

No Impact. Scenic resources are commonly understood to be discrete objects of significant visual interest. Scenic vistas, such as views of the surrounding hillsides, are discussed above, under Aesthetics threshold a). There are no scenic resources, distinct from the scenic vistas previously discussed, that are located off-site that would be substantially damaged by the Project, including but not limited to any scenic highways. Commenters on the previous Initial Study circulated to the public raised issues with impacts to the Golf Gardens, Wilcox Nursery, and Eucalyptus trees, all located on the same block as the Project. It is important to note that an individual's subjective opinion that a discrete object is "attractive" is not sufficient to render that object a protected scenic resource. The nursery and the Golf Gardens, including the Eucalyptus trees, are less urban than the surrounding properties, but they are still developed uses and to a certain extent are unkept in appearance and certainly do not constitute a "de facto" Central Park nor are they of *visual* interest to visitors, as would be expected of a

EXPLANATIONS FOR ENVIRONMENTAL CHECKLIST (cont'd)
VONS - CATALINA

significant scenic resources. Furthermore, the Eucalyptus trees referenced are present in many other areas of the City and on the island as a whole, and there is no distinguishing characteristic that would make them in particular noteworthy. Consequently, it is concluded that no impact would result.

- c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

No Impact. The existing site currently is a dirt parking lot with two small existing buildings. The proposed project's design components and associated landscaping will be a significant enhancement to the site and great efforts were made to ensure the project will complement the surrounding existing residential and commercial uses. The design of the store is intended, through the use of multiple peaked roofs, stonework near the ground, and wood beam columns, to evoke vernacular Southern Californian architectural styles, thereby complementing the City's already eclectic mix of architectural styles. Furthermore, a conceptual landscape plan has been prepared for the site, which will further soften and enhance the aesthetics of the project. It should be noted that the threshold of significance is not simply whether the visual character or quality of the site and surrounding areas have "changed"; it is whether it has *substantially degraded* due to the Project. Given the unkept appearance of the site and the proposal to develop a project with high aesthetical design values, the Project would not result in a substantial degradation to visual quality. No impact would occur.

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

Less Than Significant Impact With Mitigation. Potential sources of light and glare include façade lighting, streetlights, parking lot lighting, security and way-finding lighting, and automobile headlights. However, adherence to the Municipal Code, including Section 9-7.607 (Development of Parking Facilities) and Section 9-7.724 (Direct Lighting) will ensure that new lighting sources are designed and installed to reduce glare and light intrusion onto adjacent parcels. In order to ensure that all potential light sources are regulated, lighting of the building itself (as opposed to parking lot and signage lighting) shall comply with Mitigation Measure Aesthetics-1:

MM Aesthetics-1. All lighting of the Project, such as exterior building illumination, interior building illumination visible from the outside, and lighting of the loading dock, shall be directed away from residential uses, shielded from such uses, or reduced in intensity until such uses are not subject to substantial amounts of glare. This Mitigation Measure shall be interpreted to complement, and not supersede, the lighting provisions of Municipal Code sections 9-7.607 and 9-7.724, which shall continue to govern the lighting of parking areas and signage, respectively.

With implementation of MM Aesthetics-1 and the cited Municipal Code provisions, as well as the design feature of using non-reflective building materials, the proposed site

EXPLANATIONS FOR ENVIRONMENTAL CHECKLIST (cont'd)
VONS - CATALINA

plan will not expose any more natural daytime light or glare from its non-reflective surfaces than is currently the case at the project site; therefore, this impact is considered to be less than significant after mitigation.

With regard to potential shade and shadow impacts, several points should be kept in mind. First, typically shading impacts are considered significant if they result in shadows shading a sensitive use (like a residence) from more than three hours on a given day between normal business hours. Second, the most common means of assessing these impacts is to look at shadows on the summer and winter solstices, when shadows are typically the longest and the sun at the most extreme of its annual circuit in the sky, and that the longest shadows of a day occur when the sun is low, such as at sunrise or sunset. Third, the highest point of the Project's elevation would be located the farthest from the street (and hence the Project's shadows would be masked by its own bulk during the beginning and end of the days, when the sun would be lowest in the sky). Lastly, the surrounding hillsides ensure that the sun would not actually shine on the Project building until later than otherwise be the case, thereby shortening the shadows created by the Project. For these reasons, it is not expected that the Project would cause residential uses to be shaded for more than three hours a day between business hours. This conclusion is supported by reference to the General Plan Final EIR's Figures 4.1-4b and -4c, which show, for the sake of comparison, that buildings at a 28' height along Crescent Avenue would cast relatively short shadows both during the summer and winter. Since that is roughly the same elevation as the Project, it is reasonable to expect the same small amount of shading from the Project. This impact would be less than significant.

II. AGRICULTURAL & FORESTRY RESOURCES

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

No Impact. There are no areas within Avalon currently utilized for agricultural or forestry activities. Accordingly, the City contains no Prime Farmland, Unique Farmland, or Farmland of Statewide Significance, as shown on maps provided by the Farmland Mapping and Monitoring Program of the California Department of Conservation. The project site is proposed in an existing urbanized non-agricultural area zoned for commercial development with its current use as dirt parking lot and small building and therefore has no impact to Farmland.

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

No Impact. There are no areas within Avalon currently utilized for agricultural or forestry activities. Accordingly, the City contains no Prime Farmland, Unique Farmland, or Farmland of Statewide Significance, as shown on maps provided by the Farmland Mapping and Monitoring Program of the California Department of Conservation. No agricultural uses or operations occur on-site, the project site is not enrolled under a Williamson Act contract and it zoned commercial, therefore it will not conflict.

EXPLANATIONS FOR ENVIRONMENTAL CHECKLIST (cont'd)
VONS - CATALINA

- c) Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by government Code section 51104(g))?

No Impact. The project site would not rezone forest land or timberland as defined by the Public Resources Code. The project site is and will remain zoned for commercial development, and, under this existing zoning, a grocery store use is permitted and therefore does not conflict with existing zoning and will not rezoning of any forest land.

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

No Impact. Implementation of the project on this site will not result in the conversion of forest land to non-forest use as its current use is a vacant gravel lot in an urban commercial zone.

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

No Impact. The proposed project will not involve any changes in the existing environment resulting in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. The existing environment is fully developed commercial, mixed use residential and residential.

III. AIR QUALITY

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

Less than Significant Impact. According to the 1993 SCAQMD Handbook, there are two key indicators of consistency with the Air Quality Management Plan (AQMP):

Indicator 1: Whether the project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP. Project applicability: applicable and assessed below.

Indicator 2: A project would conflict with the AQMP if it will exceed the assumptions in the AQMP in 2010 or increments based on the year of project buildout and phase. The Handbook indicates that key assumptions to use in this analysis are population number and location and a regional housing needs assessment. The parcel-based land use and growth assumptions and inputs used in the Regional Transportation Model run by the Southern California Association of Governments that generated the mobile inventory used by the SCAQMD for AQMP are not available. Therefore, this indicator is not applicable.

EXPLANATIONS FOR ENVIRONMENTAL CHECKLIST (cont'd)
VONS - CATALINA

The emission analysis showed the project would not exceed any quantitative air quality emission or local significance threshold recommended by the SCAQMD and would therefore not result in an increase in emissions that would trigger Indicator 1.

The project's commercial designation is consistent with the City of Avalon General Plan land use designation that provides the basis for the growth projections used to develop the SCAQMD AQMP. Therefore, the project is considered consistent with the AQMP and does not trigger Indicator 2. In addition, the project will follow and comply with all policies and regulations set forth by the AQMP that apply to development projects and so will be consistent with the AQMP. The AQMP takes into account its own rules and regulations and California Air Resources Board (ARB) rules and regulations in demonstrating attainment of air quality standards. The project will comply with all applicable rules and regulations. Therefore, this impact is less than significant. (See Air Quality and Greenhouse Gas Analysis Report (the "AQ Report"), pp. 6-7.)

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

Less Than Significant Impact. Two criteria are used to assess the significance of this impact: (1) the localized construction analysis and (2) the CO hot spot analysis. Potential impacts on air quality standards for ozone precursors and particulate matter are addressed under Impact AIR-3 – Cumulative Impacts. Impacts to sensitive receptors are addressed under Impact Air-4 – Sensitive Receptors.

Localized Construction Analysis

The SCAQMD Governing Board adopted a methodology for calculating localized air quality impacts through localized significance thresholds (also referred to as an LST analysis). Localized significance thresholds represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable state or federal ambient air quality standard. Localized significance thresholds were developed in recognition of the fact that criteria pollutants such as CO, NO_x, and PM₁₀ and PM_{2.5} in particular, can have local impacts at nearby sensitive receptors as well as regional impacts. The localized significance thresholds are developed for each source receptor area and are applicable to NO_x, CO, PM₁₀, and PM_{2.5}.

The localized assessment methodology limits the emissions in the analysis to those generated from on-site activities. The on-site emissions during construction are compared with the localized significance thresholds and are summarized in AQ Report Table 1. On-site emissions are from fugitive dust during grading and off-road diesel emissions. As shown in Table 1, unmitigated emissions during construction do not exceed the localized significance thresholds.

EXPLANATIONS FOR ENVIRONMENTAL CHECKLIST (cont'd)
VONS - CATALINA

Table 1: Localized Significance Analysis (Construction)

Activity	On-site Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Site Preparation	14.30	7.41	0.99	0.82
Grading	11.24	8.70	1.56	1.18
Building Construction	13.71	8.21	0.94	0.86
Paving	10.63	7.29	0.66	0.61
Architectural Coating	2.37	1.88	0.20	0.20
Localized Significance Threshold	91	1,796	5	3
Exceed Threshold?	No	No	No	No

Notes:
 NO_x = nitrogen oxides CO = carbon monoxide PM₁₀ and PM_{2.5} = particulate matter
 Based on Winter emissions, as they are higher than Summer emissions.
 Based on Onsite emissions only for LST analysis
 CalEEMod modeling results are located in Attachment A: Modeling Results.
 Source of thresholds: South Coast Air Quality Management District, 2009, for SRA 34, 25 meters, 1-acre site.

Carbon Monoxide Hot Spot Analysis

Carbon monoxide (CO) "hot spot" thresholds ensure that emissions of CO associated with traffic impacts from a project in combination with CO emissions from existing and forecasted regional traffic do not exceed state or federal standards for CO at any traffic intersection impacted by the project. Project concentrations may be considered significant if a CO hot spot intersection analysis determines that project generated CO concentrations cause a localized violation of the state CO 1-hour standard of 20 parts per million (ppm), state CO 8-hour standard of 9 ppm, federal CO 1-hour standard of 35 ppm, or federal CO 8-hour standard of 9 ppm.

This analysis follows guidelines recommended by the CO Protocol (University of California, Davis 1997) and the SCAQMD. According to the CO Protocol, intersections with Level of Service (LOS) E or F require detailed analysis. In addition, intersections that operate under LOS D conditions in areas that experience meteorological conditions favorable to CO accumulation require a detailed analysis. The SCAQMD recommends that a local CO hot spot analysis be conducted if the intersection meets one of the following criteria: (1) the intersection is at LOS D or worse and where the project increases the volume to capacity ratio by 2 percent, or (2) the project decreases LOS at an intersection from C to D.

According to the Traffic Report prepared by Fehr and Peers, the projected LOS with the project is LOS B. Therefore, the project would not significantly contribute to a CO hot spot.

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

EXPLANATIONS FOR ENVIRONMENTAL CHECKLIST (cont'd)
VONS - CATALINA

standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less Than Significant Impact With Mitigation. To result in a less than significant impact, the following criteria must be true:

1. Regional analysis: emissions of nonattainment pollutants must be below the regional significance thresholds. This is an approach recommended by the SCAQMD in its comment letters.
2. Summary of projections: the project must be consistent with current air quality attainment plans including control measures and regulations. This is an approach consistent with Section 15130(b) of the CEQA Guidelines.
3. Cumulative health impacts: the project must result in less than significant cumulative health effects from the nonattainment pollutants. This approach correlates the significance of the regional analysis with health effects, consistent with the court decision, *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1219-20.

Step 1: Regional Analysis

If an area is in nonattainment for a criteria pollutant, then the background concentration of that pollutant has historically exceeded the ambient air quality standard. It follows that if a project exceeds the regional threshold for that nonattainment pollutant, then it would result in a cumulatively considerable net increase of that pollutant and result in a significant cumulative impact.

The South Coast Air Basin (Basin) is in nonattainment for PM₁₀, PM_{2.5}, nitrogen dioxide, and ozone. Therefore, if the project exceeds the regional thresholds for PM₁₀, or PM_{2.5}, then it contributes to a cumulatively considerable impact for those pollutants. If the project exceeds the regional threshold for NO_x or VOC, then it follows that the project would contribute to a cumulatively considerable impact for ozone. If the project exceeds the NO_x threshold, it could contribute cumulatively to nitrogen dioxide concentrations.

Regional emissions include those generated from all on-site and off-site activities. Regional significance thresholds have been established by the SCAQMD because emissions from projects in the Basin can potentially contribute to the existing emission burden and possibly affect the attainment and maintenance of ambient air quality standards. Projects within the South Coast Air Basin region with regional emissions in excess of any of the thresholds presented in Table 4 (for construction) and Table 5 (for operations) are considered to have a significant regional air quality impact.

Construction Regional Emissions

AQ Report Table 2, below, summarizes construction-related emissions (without mitigation). The information shown in Table 2 indicates that the SCAQMD regional

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emission thresholds would not be exceeded for any pollutant. Therefore, the project would not result in a considerable net increase in a criteria pollutant for which the region is nonattainment; impacts would be less than significant.

Nevertheless, the following mitigation measure will be imposed to further reduce potential temporary impacts to air quality during Project construction:

MM-Air 1 Fugitive Dust. Consistent with SCAQMD Rule 403, during all earth moving and grading phases of construction, the following soil stabilization measures will be implemented to reduce fugitive dust: 1) Apply water to all un-stabilized disturbed areas at least 2 times per day. If there is any evidence of wind driven fugitive dust, watering frequency shall be increased to a minimum of four times per day, and; 2) Apply water to at least 80 percent of all inactive disturbed surface areas on a daily basis when there is evidence of wind driven fugitive dust, excluding any areas which are inaccessible to watering vehicles due to excessive slope or other safety conditions; OR apply dust suppressants in sufficient quantity and frequency to maintain a stabilized surface. No water from the City of Avalon's potable water supply will be used for the above-described construction purposes.

Table 2: Construction Air Pollutant Emissions (Daily)

Activity	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Site Preparation	1.73	15.47	12.63	0.01	1.03	0.84
Grading	1.34	11.25	8.80	0.01	1.56	1.18
Building Construction	1.42	13.80	8.58	0.01	0.95	0.86
Paving	1.17	10.64	7.47	0.01	0.67	0.61
Architectural Coating	36.10	2.37	1.89	0.01	0.20	0.20
Maximum Daily Emissions	36.10	15.47	12.63	0.01	1.56	1.18
Significance Threshold	75	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No
Notes: NO _x = nitrogen oxides CO = carbon monoxide PM ₁₀ and PM _{2.5} = particulate matter Phases are assumed not to overlap; therefore, the maximum daily emissions are from the highest representative phase. Winter emissions were used as they are higher than summer emissions. CalEEMod modeling results are located in Attachment A: Modeling Results. Source of thresholds: South Coast Air Quality Management District, 2009.						

Operational Regional Emissions

AQ Report Table 3, below, summarizes operational emissions (without mitigation). Emissions were estimated using CalEEMod. Project emissions would be produced by

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motor vehicles and area sources (natural gas, landscape, consumer products, and architectural coating).

Operational emissions from emission sources generated both on-site and off-site as derived from CalEEMod are shown in Table 3 for the winter season. As shown in Table 3, the project's emissions do not exceed the SCAQMD's regional thresholds and are considered less than significant.

Table 3: Operational Air Pollutant Emissions (Daily)

Activity	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	0.52	0.00	0.00	0.00	0.00	0.00
Energy Usage	0.01	0.12	0.10	0.00	0.01	0.01
Mobile Sources (passenger cars)	0.35	0.08	1.05	0.00	0.03	0.01

Table 5 (cont.): Operational Air Pollutant Emissions (Daily)

Activity	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Mobile Sources (Autoettes)	1.97	0.47	18.97	—	0.06	0.06
Mobile Sources (Delivery Trucks)	0.01	0.05	0.12	—	0.00	0.00
Barge	3.60	38.68	19.74	—	1.90	1.90
Total	6.47	39.40	39.98	0.00	2.00	1.98
Significance Threshold	55	55	550	150	150	55
Significant Impact?	No	No	No	No	No	No
Notes: NO _x = nitrogen oxides CO = carbon monoxide PM ₁₀ and PM _{2.5} = particulate matter Phases are assumed not to overlap; therefore, the maximum daily emissions are from the highest representative phase. Winter emissions were used, as they are higher than summer emissions. CalEEMod modeling results are located in Attachment A: Modeling Results Source of thresholds: South Coast Air Quality Management District, 2009.						

Step 2: Plan Approach

In accordance with CEQA Guidelines Section 15064, subdivision (h)(3), a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously approved plan or mitigation program. As identified in Impact AIR-1, the project complies with all of the SCAQMD's applicable rules and regulations. The project would not exceed the SCAQMD's CEQA significance thresholds, and the analysis contained with regard to Threshold a), above, demonstrates that the project is consistent with the most recent AQMP and State Implementation Plan without mitigation. Therefore, the project presents a less than significant impact according to this criterion.

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Step 3: Cumulative Health Impacts

The Basin is in nonattainment for ozone, nitrogen dioxide, PM₁₀, and PM_{2.5}, which means that the background levels of those pollutants are at times higher than the ambient air quality standards. The air quality standards were set to protect public health, including the health of sensitive individuals (such as the elderly, children, and the sick). Therefore, when the concentration of those pollutants exceeds the standard, it is likely that some sensitive individuals in the population would experience health effects. However, the health effects are a factor of the dose-response curve. Concentration of the pollutant in the air (dose), the length of time exposed, and the response of the individual are factors involved in the severity and nature of health impacts. If a significant health impact results from project emissions, it does not mean that 100 percent of the population would experience health effects.

Since the Basin is nonattainment for ozone, nitrogen dioxide, PM₁₀, and PM_{2.5}, it is considered to have an existing significant cumulative health impact without the project. When this occurs, the analysis considers whether the project's contribution to the existing violation of air quality standards is cumulatively considerable. The SCAQMD regional thresholds for NO_x, VOC, PM₁₀, or PM_{2.5} are applied as cumulative contribution thresholds. Projects that exceed the regional thresholds would have a cumulatively considerable health impact. The regional analysis of construction and operational emissions indicates that the project would not exceed the SCAQMD regional significance thresholds. Therefore, the project would not result in significant cumulative health impacts. (See AQ Report, pp. 9-12.)

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Those who are sensitive to air pollution include children, the elderly, and persons with pre-existing respiratory or cardiovascular illness. For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities (SCAQMD 2008a). Commercial and industrial facilities are not included in the definition because employees do not typically remain on-site for 24 hours. However, when assessing the impact of pollutants with 1-hour or 8-hour standards (such as nitrogen dioxide and carbon monoxide), commercial and/or industrial facilities would be considered sensitive receptors for those purposes.

The closest sensitive receptors are the existing residences approximately 30 feet from the project site (refer to AQ Report Exhibit 1).

Localized Significance Threshold Analysis

The localized construction analysis uses thresholds that represent the maximum emissions for a project that would not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard. The thresholds are developed based on the ambient concentrations of that pollutant for each source

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receptor area and on the location of the sensitive receptors. If the project results in emissions under those thresholds, it follows that the project would not cause or contribute to an exceedance of the standard. The standards are set to protect the health of sensitive individuals. If the standards are not exceeded at the sensitive receptor locations, it follows that the receptors would not be exposed to substantial pollutant concentrations.

As identified with regard to Threshold b), above, the localized construction analysis demonstrated that the project would not exceed the localized thresholds for CO, nitrogen dioxide, PM₁₀, or PM_{2.5}. Therefore, during construction, the project would not expose sensitive receptors to substantial pollutant concentrations of CO, nitrogen dioxide, PM₁₀, or PM_{2.5}.

Criteria Pollutant Analysis

Emissions of NO_x and VOC (ozone precursors) during construction from only the project would not expose sensitive receptors to substantial pollutant concentrations. (See the Cumulative Impact analysis for an assessment of the cumulative contribution of ozone precursors.)

A CO hot spot analysis is the appropriate tool to determine if project emissions of CO during operation would exceed ambient air quality standards. The main source of air pollutant emissions during operation are from off-site motor vehicles traveling on the roads surrounding the project. The project did not exceed screening criteria that would require a CO hot spot analysis. Therefore, emissions of CO during operation would not result in an exceedance of the ambient air quality standards for CO. The standards are set to protect the health of sensitive individuals. If the standards are not exceeded, then the sensitive individuals would not be significantly impacted. As shown in Impact AIR-2, the project would not generate or substantially contribute to a CO hot spot. Therefore, according to this criterion, air pollutant emissions during operation would result in a less than significant impact.

Toxic Air Contaminant Analysis

A toxic air contaminant (TAC) is defined as an air pollutant that may cause or contribute to an increase in mortality or serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations. There are no ambient air quality standards for TAC emissions.

Toxic Air Pollutants - Construction

The project construction equipment would emit diesel particulate matter (DPM), which is a carcinogen. However, the DPM emissions generated during construction are short-term in nature. Determination of risk from DPM is considered over a 70-year exposure time. Guidance published by the SCAQMD and by the California Air Pollution Control

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Officers Association (2009) Health Risk Assessments for Proposed Land Use Projects does not recommend including health risks from construction projects in the 70 year analysis period. Therefore, considering the dispersion of the emissions and the short timeframe of construction activities, exposure to DPM is anticipated to be less than significant.

Toxic Air Contaminants - Operation

Any project with the potential to expose sensitive receptors or the public to substantial levels of toxic air contaminants would have a potentially significant impact. A health risk is the probability that exposure to a given TAC under a given set of conditions will result in an adverse health effect. The health risk is affected by several factors, such as the amount, toxicity, and concentration of the contaminant; meteorological conditions; distance from the emission sources to people; the distance between emission sources; the age, health, and lifestyle of the people living or working at a location; and the length of exposure to the toxic air contaminant. The health risk is determined by estimating potential emissions and then entering the emissions into air dispersion models, which estimate the concentration of pollutants at the nearby sensitive receptors. The concentrations are converted to risk using a set of formulas relating TAC concentrations with their attendant cancer risks and non-cancer hazards. Screening models contain results from multiple modeling runs using worst-case assumptions that can be applied to projects to determine if the potential for significant health risks from TAC emissions would occur.

The SCAQMD has adopted the following health risk significance thresholds for project-specific impacts:

- Cancer risk: less than a risk of 10 in one million
- Non-cancer hazard index of 1.0

FCS (the author of the AQ Report) prepared a screening level health risk assessment to determine if the project would result in a level of impact that would require a more detailed analysis. Screening tools use worst-case assumptions to identify projects that would clearly not exceed quantitative significance thresholds. Projects that exceed screening criteria would require more detailed modeling and a full health risk assessment. Projects that are less than significant for cancer risk would also not exceed the non-cancer hazard index because cancer risk is the more stringent threshold that would be triggered first.

The primary source of TAC emissions from the project is diesel trucks that will make deliveries to the store. The project is expected to receive 12 deliveries per week on average or 624 per year. The analysis included conservative assumptions for truck operation. State regulation requires trucks to turn off their engines within 5 minutes when stopped. The analysis assumed the trucks would idle for 15 minutes. Only a portion of the deliveries require refrigerated trucks equipped with transportation refrigeration units (TRUs). In addition, the operator indicates that TRUs will be turned

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off when the trucks arrive at the site. As a conservative assumption, all trucks are assumed to operate TRUs for one hour per delivery. The loading dock is located near the corner of the site at Catalina Avenue and Beacon Street. Sensitive receptors are assumed to be located in the existing buildings across from the site. The results of the screening analysis are presented in Table 4 of the AQ Report (see below). The screening tool output is provided in the Modeling Results attachment to this report. The screening analysis determined that project TAC health risk would be less than significant. (See AQ Report, pp. 12-15.)

Table 4: Health Risk Screening Analysis Results

Source	Cancer Risk per Million
Truck Idling	0.526
TRU Operation	1.18
Truck Travel	0.164
Total Risk	1.870
Significance Threshold	10 in a million
Significant Impact?	No
Source: Truck HRA Screening Tool 2011	

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

Less Than Significant Impact. Odors can cause a variety of responses. The impact of an odor results from interacting factors such as frequency (how often), intensity (strength), duration (in time), offensiveness (unpleasantness), location, and sensory perception.

Odor is typically a warning system that prevents animals and humans from consuming spoiled food or toxic materials. Odor-related symptoms reported in a number of studies include nervousness, headache, sleeplessness, fatigue, dizziness, nausea, loss of appetite, stomach ache, sinus congestion, eye irritation, nose irritation, runny nose, sore throat, cough, and asthma exacerbation.

The SCAQMD recommends that odor impacts be addressed in a qualitative manner. Such an analysis shall determine whether the project would result in excessive nuisance odors, as defined under the California Code of Regulations and Section 41700 of the California Health and Safety Code, and thus would constitute a public nuisance related to air quality.

Land uses typically considered associated with odors include wastewater treatment facilities, waste-disposal facilities, or agricultural operations. The proposed use is a grocery store and, as such, no objectionable odors are generated by the operation. Refuse will be stored in a fully-enclosed trash area which will be serviced by the City's solid waste operator. The fully enclosed nature of the trash area, the fact that trash bin lids will also be closed, and their periodic emptying will prevent significant odor impacts from

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affecting substantial numbers of people. Redesign of the Project since the public comment period of the original MND has resulted in the store's trash enclosure area being able to accommodate 2 three-yard trash bins (an increase of 100% from the original design). Vons stores that are 40,000 SF and above are typically serviced by 2 four-yard bins and an offsite recycling program. Given the proposed Project is half that size (20,000 SF) and the presence of a recycling program, the two three-yard bins proposed should be more than adequate to accommodate all trash generated. Furthermore, the grocery store will replace two existing same use facilities that are antique by design offering no such enclosed trash area. This would represent an improvement over current conditions.

Diesel exhaust and VOCs would be emitted during construction of the project, which are objectionable to some; however, emissions would disperse rapidly from the project site and therefore should not reach an objectionable level at the nearest sensitive receptors. (See AQ Report, p. 15.)

IV. BIOLOGICAL RESOURCES

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

Less Than Significant Impact With Mitigation. The Project site is proposed in an existing urbanized area zoned for commercial development with its current use as dirt parking lot and small nursery building. Due to the project site's urban and disturbed nature, the presence of sensitive plant and animal species is extremely low. While one commenter indicated that black-crowned night herons have been known to nest in trees adjacent to the Project site, this species is not a special status species, having the second lowest classification for its state populations ("Apparently Secure") and the lowest classification on a global basis ("Secure"). This species is known to be adaptable to urban conditions (which would explain why they are already found in the middle of the City) and thus impacts from the Project would be expected to be limited. However, in an abundance of caution, the following mitigation measure shall be implemented to protect nest birds near the Project site:

MM Biology-1. If construction is to begin during the bird nesting season (approx. April through mid-summer), a biologist shall be retained to conduct a nesting bird survey immediately prior to the commencement of construction activities on the site in order to verify that trees on the same block as the Project site do not contain active nests. If an active nest is found, the biologist shall implement a work-exclusion zone around the subject tree sufficiently large to allow successful completion of the nesting and fledging process (the size shall vary from species to species). Said work-exclusion zone shall be respected by work crews until the young of fledged or the nest is otherwise abandoned.

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Therefore, with the implementation of the above mitigation measure, this impact would be less than significant.

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

Less Than Significant Impact. The project site is proposed in an existing urbanized area zoned for commercial development with its current use as dirt parking lot and small nursery building. There are no wetlands or riparian habitat areas present on the site. Therefore the Project will not have a substantial adverse effect on riparian habitat or other sensitive natural community.

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The Project site is proposed in an existing urbanized area zoned for commercial development with its current use as dirt parking lot and small building. therefore no wetlands will be affected. No wetland habitat exists on the site.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact. The Project site is proposed in an existing urbanized area zoned for commercial development with its current use as dirt parking lot and small building. The current parking lot is not conducive to migratory wildlife or fish or any other species therefore, the Project will have not interfere with the movement of any native resident, migratory fish or wildlife species. This impact would be less than significant.

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

No Impact. The proposed Project is consistent with the City's General Plan, zoning code and is requesting no variances. The project will not conflict with any local policies or ordinances. The City of Avalon GP/LCP recognizes the 1982 Los Angeles County Oak Tree Ordinance which considers oak trees as significant historical, aesthetic, and ecological resources. The Ordinance applies to all unincorporated areas of the County including areas of Catalina Island outside the City of Avalon city boundaries, including identified expansion areas. The Project site is located within the current City of Avalon city limits and no conflict with the County's Oak Tree Ordinance would occur. Also, the project would not affect a tree that would be subject to protections under the County's Ordinance, in any case.

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

No Impact. The County of Los Angeles (County) has designated the upper Avalon Canyon beyond Memorial Arboretum as a Significant Ecological Area (SEA) as it has important habitat containing valuable water and/or habitat integral to the conservation of rare, threatened or endangered species. SEAs are often designated as valuable wildlife corridors as they provide sufficient forage, water and shelter for animal movement between regional habitat blocks. SEAs are designated to call attention to valuable biological resources that retain undisturbed examples of species indigenous to the County. The SEA designation does not preclude development but is meant to direct development in a responsible trajectory so as not to jeopardize the biotic diversity within the County. The County has designated 37 SEAs on Santa Catalina Island all of which are named for significant island vegetation. The Project site does not contain a SEA as mapped in the GP/LCP, therefore no impact to an SEA would occur as a result of Project implementation. Furthermore, the City of Avalon is not located within any adopted Habitat Conservation Plan areas.

V. CULTURAL RESOURCES

- a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Less Than Significant Impact. The Project site is proposed in an existing urbanized area zoned for commercial development with its current use as dirt parking lot and small building. A Cultural Resources Assessment Report prepared by Pacific West Archaeology, Inc. (dated Sept 2014 and as amended Oct 2014) was prepared in accordance to the Cultural Resources Management Plan as required by the City of Avalon. The report provides recommendations and instructions which will be adhered to for further exploration of the site during construction of the proposed site in the likelihood of encountering historic era resources. The existing building, which formerly was used as a showering area for Avalon's previous "Tent City," was assessed in the Report and determined to not be eligible for inclusion on the California Register of Historic Resources, and hence its removal as part of the project is not deemed to be a significant impact to a significant historical resources. Thus, this impact is determined to be less than significant.

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

Less Than Significant Impact with Mitigation. The above-referenced *Cultural Resources Assessment* indicates that a mitigation measure should be implemented to ensure that impacts relating to the uncovering of archaeological resources during project construction be mitigated to a less than significant level. With the implementation of this mitigation measure, this impact is concluded to be less than significant.

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MM-Cultural 1 Archaeological Discovery. The following practices shall be followed during all phases of site preparation and construction activities: To prevent an adverse change of an archaeological resource, the applicant will engage a qualified professional Archaeologist or an alternate acceptable to the Native American Heritage Commission as a Monitor. The Monitor shall coordinate with the contractor and conduct a pre-job meeting prior to the start of ground disturbing activities. The approved Monitor shall provide a Monitoring Plan based on proposed construction methodology for the project prior to the City Issuing a Grading Permit. If previously unknown archeological resources are encountered during excavation or construction, construction personnel shall be instructed to immediately suspend all activity in the immediate area of the suspected resource and the City of Avalon shall be notified. A qualified professional archaeologist that meets the Secretary of the Interior's standard of qualifications shall be retained to evaluate the finding. Depending upon the significance of the find as determined by the archaeologist, the archaeologist may decide to record the find and allow work to continue. If the discovery proves significant under CEQA, additional work such as preparation of an archaeological treatment plan, testing, or data recovery shall be implementation.

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

Less Than Significant Impact With Mitigation. No known paleontological resources or unique geologic features are present within the Project area. Should paleontological resources be discovered during excavation or construction, implementation of the following mitigation measure would reduce potential impacts to a less than significant level.

MM-Cultural 2 Paleontological Discovery. The following practices shall be followed during all phases of site preparation and construction activities: Should previously undefined fossil bearing formations be uncovered during site preparation, grading, or excavation, construction personnel shall be instructed to immediately suspend all activity in the immediate area of the suspected resource and the City of Avalon notified. A qualified professional paleontologist shall be retained to assess the find. Depending upon the significance of the find as determined by the paleontologist, the archaeologist may decide to record the find and allow work to continue. If the discovery proves significant under CEQA, salvage and recovery of the resource shall be performed.

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

Less Than Significant Impact With Mitigation. The Project will be constructed in an existing developed and graded area that has been previously disturbed. No human remains are known to exist on the Project site. Should human remains be discovered

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during excavations or construction, the implementation of the following mitigation measure would reduce impacts to a less than significant level.

MM-Cultural 3 Burial Discovery. If human remains are encountered during excavation activities, all work shall halt and the County Coroner shall be notified (California Public Resources Code Section 5097.98). The Coroner shall determine where the remains are of forensic interest. If the Coroner, with the aid of the City-approved Archaeologist, determines that the remains are prehistoric, s/he shall contact the Native American Heritage Commission (NAHC). The NAHC shall be responsible for designating the most likely descendent (MLD), who shall be responsible for ultimate disposition of the remains, as required by Section 7050.5 of the California Health and Safety Code. The MLD shall make his/her recommendation within 48 hours of being granted access to the site. The MLD's recommendation shall be followed if feasible, and may include scientific removal and non-destructive analysis of the human remains and any items associated with Native American burials (California Health and Safety Code Section 7050.5). If the landowner rejects the MLD's recommendations, the landowner shall rebury the remains with appropriate dignity on the property in a location that will not be subject to further disturbance (California Public Resources Code Section 5097.98).

Upon implementation of the above mitigation measures, the Project would not result in any residual significant adverse effect on the environment related to cultural resources.

VI. GEOLOGY & SOILS

- a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving?
 - i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Divisions of Mines and Geology Special Publication 42?

Less Than Significant Impact. Although the project site, like much of California, is located in a seismically active area, the site is not located on or adjacent to an Alquist-Priolo Act Earthquake Fault Zone. No known major active or potentially active faults are mapped on Catalina Island. Further, the project would be designed to meet state mandated standards, including the California Building Code, which accounts for seismic safety. On the basis of this available information, the hazard from ground rupture is considered to be a less than significant impact.

- ii) Strong seismic ground shaking?

Less Than Significant Impact. As stated above, like most of California, the project site, is located in a seismically active area. Although no active faults have been mapped within the City of Avalon; the City is prone to ground shaking associated with

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occasional earthquakes. As recognized in the City's General Plan and General Plan EIR, the California Geological Survey documents three active faults and three potentially active faults within 25 miles of the City (California Geological Survey, 1999) that could create severe ground shaking in Avalon, namely the Palos Verdes Fault, the San Diego Trough Fault zone, the San Pedro Basin Fault, the Newport-Inglewood Fault, the San Clemente Fault, and the San Andreas Fault. These seismic hazards can affect the structural integrity of buildings and utilities, and, in turn, cause property damage and potential loss of life in the event of a major earthquake due to ground motion. Although no significant damage has occurred to the Project site and its facilities as a result of previous earthquakes, the site is likely to be subject to strong seismic ground shaking during the life of the Project. Pursuant to Avalon General Code section 8-1.01, the Project would be constructed according to California Building Code seismic standards, which would reduce the risk of structural damage and hazards. Therefore, potential risks would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. The term liquefaction describes a phenomenon in which soil loses cohesive strength and acquires a degree of mobility as a result of strong ground shaking during an earthquake. Liquefaction hazards are not expected in the City because groundwater is limited and the water table is low (Santa Catalina Island LCP, 1983). Because the project will be constructed in accordance with California Building Code seismic standards, liquefaction risks are considered less than significant.

iv) Landslides?

No Impact. The project site is not located within an Earthquake-Induced Landslide Area as designated by the California Geological Survey. The Project site does not abut a hill and is not susceptible to landslides so no impact would occur. Seismic-related landslides are closely related to liquefaction and can occur when a subsurface layer liquefies and gravitational and inertial forces cause the layer, and the overlying non-liquefied material, to move in a downslope direction. As the water table in Avalon is low, the potential for seismic-related landslides is considered low. In addition, the Project will be constructed in accordance with California Building Code seismic standards

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

Less Than Significant Impact. Implementation of erosion control measures required by the AMC Title 6, Chapter 13 Water Quality Control, Section 6-13.106 Control of Runoff Required – Construction Projects and adherence to all requirements set forth in the National Pollution Discharge Elimination System (NPDES) permit required for construction would reduce any impacts from construction operations to less than significant levels. All exposed soil areas will be revegetated as part of the Project's construction-phase landscape design. No exposed soils are proposed during the Project's operation phase.

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

No Impact. Per the US Department of Agriculture's National Resources Conservation Service maps, the site is characterized as Urban Land-Xerothents and, as such, is not located on unstable or expansive soils therefore there project site will not result in offsite landslide, lateral spreading, subsidence, liquefaction and / or collapse. The Project site is located outside of the City's two known landslide areas, namely the road along Pebbly Beach and slide area in the vicinity of Vieudelou Avenue, Hill Street, Olive Street, and Maiden Lane.

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

Less Than Significant Impact. As described above, the subject site is not located on expansive soil therefore the project will not result in creating substantial risks to life or property.

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

No Impact. No septic system or alternative waste water disposal system is planned in connection with the project therefore no impact.

VII. GREENHOUSE GAS EMISSIONS

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

Less Than Significant Impact. Modeling of greenhouse gas ("GHG") emissions from the Project was conducted and summarized in the Project's AQ Report. According to the AQ Report, the Project's GHG emissions (including construction emissions, amortized over a 30 year period) would fall below SCAQMD's Tier 3 screening threshold of 3,000 MTCO_{2e} per year. (See AQ Report, pp. 16-18.) Note that in conducting this analysis, no offsets were made to account for the cessation of activities (and hence, emissions) at the two existing Vons store, which would close with opening of the proposed store. This impact is less than significant.

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

Less Than Significant Impact. The primary plan for the State of California to reduce its GHG emissions is the ARB Scoping Plan (2008) prepared to implement Assembly Bill (AB) 32 – Global Warming Solutions Act. The project will comply with all regulations

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adopted by the State to implement the ARB Scoping Plan. The State has reported in its First Update to the Climate Change Scoping Plan released in May 2014 that the State is on track to achieve the target of AB 32 to reduce emissions in the State to 1990 levels by 2020 indicating that its regulatory program is sufficient to meet 2020 targets.

The State's long-term goal for GHG reductions is set forth in Executive Order S-3-05, which would reduce GHG emissions 80 percent below 1990 levels or 90 percent below current levels by 2050. The SCAQMD developed its interim threshold used to assess project impacts under Impact GHG-1 such that projects that do not exceed this threshold could be found consistent with Executive Order S-3-05. As such, since the project does not exceed the SCAQMD interim threshold of significance, it would not conflict with this state policy goal.

The SCAQMD Draft Guidance Document released in 2008 states that the overarching policy objective with regard to establishing a GHG significance threshold for the purposes of analyzing GHG impacts pursuant to CEQA is to establish a performance standard or target GHG reduction objective that will ultimately contribute to reducing GHG emissions to stabilize climate change. Full implementation of the Governor's Executive Order S-3-05 would reduce GHG emissions 80 percent below 1990 levels or 90 percent below current levels (2008) by 2050. It is anticipated that achieving the Executive Order's objective would contribute to worldwide efforts to cap GHG concentrations at 450 ppm, thus stabilizing global climate.

The City of Avalon is a highly walkable community. The project traffic study predicts that 72 percent of the trips will be made by non-motorized means. Consolidating and relocating the store will eliminate the need for customers to visit both existing Vons stores to fulfill their grocery needs, and will shorten the length of truck trips making deliveries to the store. The store will be built to meet the latest energy efficiency and water efficiency standards resulting in lower GHG emissions than older existing structures.

As stated for Threshold a), above, the Project does not exceed the SCAQMD interim GHG threshold of significance. As described above, the Project would not conflict with plans, regulations, or policies intended to reduce GHG impacts, since it will be energy efficient and is located in a community that much less dependent on automobiles than in the rest of the state. In addition, the Project includes design features and conservation measures that will help reduce GHG emissions. Therefore, the Project's impacts from GHG emissions are less than significant. (See AQ Report, pp. 18-19.)

VIII. HAZARDS & HAZARDOUS MATERIALS

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

Less Than Significant. Construction of the new buildings may require the use of potentially hazardous materials, including oils, paint, adhesives, surface coatings, and other finishing materials. Operation of the Project would involve the use of limited

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quantities of potentially hazardous materials such as cleaning solvent for custodial maintenance of the buildings and pesticides for landscaping. However, all potentially hazardous materials would be used, stored, and disposed of in accordance with manufacturers' specifications as well as applicable federal, state, and local health and safety regulations. As such, impacts related to the transport, use, or disposal of hazardous materials would be less than significant

- b) Would the 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. A Phase I Environmental Assessment was prepared for the Project site. No evidence of any hazardous waste or materials were observed, other than the presence of lead-based paint associated with an on-site storage shed. Compliance with state and Federal regulations relating to the handling and disposal of lead base paint components would ensure that impacts would be less than significant. (See ESA Phase I, p. 35.) Construction of the proposed project may involve the use of hazardous materials, such as fuels, oils, mechanical fluids, or other chemicals. However, transportation, storage, use, and disposal of these materials during construction activities would be required to comply with applicable federal, state, and local statutes and regulations. Compliance would ensure that human health and the environment are not exposed to hazardous materials and this impact would be less than significant.

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

No Impact. The Project is not located within one-quarter mile of an existing or proposed school nor will it introduce the emission or handling of hazardous materials.

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

No Impact. The Project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

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

No Impact. The project is not located within an airport land use plan, within two miles of a public airport, or within the vicinity of a private airstrip.

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

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No Impact. As described above, the proposed project is not located within an airport land use plan, within two miles of a public airport, or within the vicinity of a private airstrip.

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

Less Than Significant Impact. The proposed project will not change or impede any current or planned traffic routes and therefore will not impair the implementation of or interfere with an adopted emergency response or evacuation plan. This impact would be less than significant.

- h) Would the project expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?

Less Than Significant Impact. The entire Santa Catalina Island, including Avalon, is designated as a very high fire hazard zone by the California Department of Forestry and Fire Protection. However, as the project is located in a developed, urbanized area and will be constructed in a manner that will meet all relevant fire codes, it will not expose people or structures to significant risk of loss, injury or death involving wild fires.

IX. HYDROLOGY AND WATER QUALITY

- a) Would the project violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. The Project will not alter existing water quality standards. To ensure that no water quality standards are violated, during construction, the contractor will implement standard measures, pursuant to a Stormwater Pollution Prevention Plan prepared under the NPDES stormwater permit administered by the local RWQCB for construction activities, to further minimize the Project's less than significant impacts, including but not limited to regular sweeping of active construction areas to reduce sediment tracking off the Project site, covering dumpsters or keeping uncovered dumpsters under a roof (or secured with tarps or plastic sheeting), and conducting vehicle/equipment maintenance, repair, and washing away from storm drains. Implementation of such required Best Management Practices will ensure that impacts are less than significant.

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

Less Than Significant Impact. The project site is not located in an area of significant groundwater recharge, and thus would not interfere with the replenishment of the local aquifer. The Project has received a water allocation from Southern California Edison in the amount of 0.28 acre-feet which will fully cover the Project's proposed water usage

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(the 0.28 acre-feet per year water allocation was granted in this amount because this is what was requested, it having been determined that this would be amount required to operate the store). While the City is currently in a severe drought, municipal water service has continued for existing customers, subject to Phase 2 water conservation measures. It should be noted that the Vons Express Store at 117 Catalina Avenue and the Wilcox Nursery would be closed, with those locations' right to water service given up, in order to justify the water allocation to the new store (in fact, the new store would use less water than those two water users combined, as per SCE's Jan. 14, 2014). In essence, the new store is standing in the shoes of the previous, existing water allocations for those two uses, and the end result is that there would be no net increase in water usage due to the Project. While it is true that the entire island is subject to water conservation requirements and it may be the case that those increase in the future, that would be the case with or without the Project, and given the fact that the Project would not result in net increase in water demand within the entire system, it cannot be said to have a significant impact with regard to the substantial depletion of groundwater resources. Impacts would be less than significant.

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

Less Than Significant Impact With Mitigation. The existing site comprises an urban infill location surrounded by paved surfaces and some pervious areas within the Golf Gardens complex. The Project comprises the construction of approximately 27,500 square feet of impervious area on an existing site with approximately 2,200 square feet of impervious area. The existing pervious area on the site is compacted dirt parking and does not provide much opportunity for storm water to percolate within the site. Therefore, the development of additional paved and building surfaces on this site will not result in substantial alteration of the existing drainage pattern or substantial amounts of additional runoff flowing from the site. The project will comply with City Floodplain Management, Section 6-9.403, Development Permit and Section 6-9.501 Standards of Construction. In addition, the following mitigation measure will be implemented to address surface water flows:

MM Hydro-1. In order to meet requirements pertaining to stormwater quality and the quantity of runoff exiting the site during a stormwater event, the Applicant shall propose and implement operational Best Management Practices, in compliance with NPDES requirements, in order to match post-Project runoff flows with existing condition runoff flows. This may be achieved via the implementation of pervious parking lot surfacing (such as porous concrete or specialty pavers), specialty planters to receive roof and/or parking lot runoff, and onsite detention, such through the use of rain barrels.

This impact would be less than significant with implementation of this mitigation measure.

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- d) Would the 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 substantially increase the rate of amount of surface runoff in a manner which result in flooding on or off-site?

Less Than Significant Impact With Mitigation. As described above the site comprises improvements to only a partially improved gravel lot without any designed drainage pattern. The proposed project will manage the drainage pattern by design, where no such management currently exists, and do so in a manner that avoids environmental impacts. As noted above, the compacted dirt surface of the existing site does not afford a great deal of opportunity for percolation of rainfall, and hence the amount of surface runoff existing the site is already higher than it would be otherwise. The project will comply with City Floodplain Management, Section 6-9.403, Development Permit and Section 6-9.501 Standards of Construction, and would comply with Mitigation Measure Hydro-1, discussed above. Lastly, the Project would be required to comply with No Rise Certification requirements, in order to assure that no downstream flooding impacts would result from the construction of the Project.

MM Hydro-2. Prior to obtaining building permits, the applicant shall provide to the City proof that either a No Rise Certification has been obtained, or that federal flood requirements have been otherwise addressed in compliance with all state and federal laws.

With implementation of these requirements and mitigation, this impact would be less than significant.

- e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact With Mitigation. The proposed Project does not expect to introduce any additional water runoff into existing or planned storm water drainage systems or provide additional sources of polluted runoff. As detailed above, the site does not allow significant amounts of percolation so runoff from the site is not expected to increase substantially post-project as compared to existing conditions. Furthermore, in the post-project condition runoff will be managed in a more designed fashion, such as with the implementation of Mitigation Measure Hydro-1, thereby actually improving impacts from onsite runoff. This impact would be less than significant after mitigation.

- f) Would the project otherwise substantially degrade water quality?

Less Than Significant Impact With Mitigation. The proposed project will not substantially degrade water quality as Best Management Practices required under local ordinance and the local RWQCB's MS4 permit would ensure that runoff from the site does not contain impermissibly heightened levels of pollutants. Furthermore, as described above, the amount of runoff from the site is not expected to change, post-project. Both of these objectives (the detainment/diversion of water-borne contaminants

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from the stormwater system, and the preservation of pre-project runoff levels), would be achieved via the implementation of Mitigation Measure Hydro-1, discussed above. Thus, this impact would be less than significant.

- g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Less Than Significant Impact With Mitigation. The developed area of the project site is within a mapped 100-year floodplain but does not include the construction of housing. The project will comply with City Floodplain Management, Section 6-9.403, Development Permit and Section 6-9.501 Standards of Construction, as well as with Mitigation Measure Hydro-2, discussed above. Thus, this impact would be reduced to a less than significant impact.

- h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

Less Than Significant Impact With Mitigation. The Project area is designated on Flood Insurance Rate Map (FIRM) #06037C2204F (effective date 9/26/08) as within an AE zone, defined as being a Special Flood Hazard Area subject to being inundated by the 1% chance annual flood (100-year flood plain). On the referenced FIRM, the flood elevation at the proposed site is approximately 21-22' MSL. According to a recent project survey, the current project site is at Elevation 18-19' MSL. The Project development plan will involve raising the building pad such that the building is above the flood plain elevation, thereby protecting the grocery store from 100-year flood flows. As described above, the amount of runoff exiting the site will not vary significantly from the pre-project condition, and thus there should not be any impacts related to increased runoff as well. The project will comply with City Floodplain Management, Section 6-9.403, Development Permit and Section 6-9.501 Standards of Construction, as well as Mitigation Measure Hydro-2, in order to address any downstream impacts and assure that they are less than significant. This impact is therefore less than significant after the implementation of these requirements and mitigation.

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

Less Than Significant Impact With Mitigation. The project will not expose people or structures to flooding-related risk of loss, injury or death as the site will be elevated above the 100-year flood level and will comply with City Floodplain Management, Section 6-9.403, Development Permit and Section 6-9.501 Standards of Construction, as well as Mitigation Measure Hydro-2. There is also no dam or levee nearby.

- j) Would the project be subject to inundation by seiche, tsunami, or mudflow?

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Less Than Significant Impact. The project is located on the leeward side of Catalina Island, which would protect it from incoming tsunamis generated outside of the Catalina Channel. While a tsunami could theoretically occur, such an event would be extremely rare and improbable (i.e., Avalon does not have a record of being subject to periodic tsunamis, such as other areas of the world, including Japan and the Pacific Northwest). Furthermore, there are no recorded instances of seiches on Avalon, and mudflow events would typically only be possible in the aftermath of heavy rainfall on a denuded hillside (such as one that has been previously burned by wildfire), which conditions are not currently present on Avalon. As such, the exposure of the project facilities to high risk of inundation by seiche, tsunami or mudflow is minimal. This impact is considered to be less than significant.

X. LAND USE AND PLANNING

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

No Impact. The project comprises improvements to a partially developed gravel lot in a commercial zone to facilitate an established community. The proposed building height is within the development code standards for this zone and the design is respectful of the surrounding community. Therefore, the project will not physically divide an established community, nor will it conflict with any applicable habitat conservation plan or natural community conservation plan.

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

No Impact. The uses proposed by the project are consistent with the goals and policies of the certified City of Avalon Local Coastal Plan (LCP). The project site is in the Commercial (C) zone, the purpose of which is to "provide areas for the development of certain ... services and related uses, namely such uses as can conveniently serve the public." (Avalon Municipal Code, § 9.6-201.) The proposed use is consistent with the principal uses as described in the Avalon LCP (Avalon Municipal Code, § 9.6-202.). Further, the project is consistent with the development standards described in the Avalon Municipal Code. The height of proposed structures is within the maximum building height, (Avalon Municipal Code, § 9.6-204).

- c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The Project comprises improvements to a partially developed gravel lot in a commercial zone to facilitate an established community. Therefore, the Project will not physically divide an established community, nor will it conflict with any applicable habitat conservation plan or natural community conservation plan.

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XI. MINERAL RESOURCES

- a) Would the 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 Project is not located on or near an area of known mineral resources and will not interfere with development or production of a mineral resource, nor does it involve consumption of locally or regionally important mineral resources such as aggregate, shale, etc.

- b) Would the 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. The Project also will not inhibit the future use or loss of availability of any mineral resource as it does not impact any recovery site on any plan.

XII. NOISE

- a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact With Mitigation. A Noise Survey Report was prepared by ARUP (dated July 2014) for the proposed project to analyze the potential impact on the surrounding properties. The study includes the existing noise patterns at and around the proposed site as well as the two existing Vons store sites due to the building systems operations, delivery trucks and potential traffic increase. Noise levels due to traffic, including deliveries, would not be substantially greater than existing noise levels since, as per the project traffic report, the number of trips generated by the new store is not expected to exceed those generated by the two existing stores it would replace, and those two existing stores are located close enough to the new store site such that the amount of trips on nearby roads would not double (which is the amount of increase in traffic required before a noticeable increase in noise (i.e., a 3 dB increase) would occur). With regard to noise from building systems, it should be noted that there are no specific guidelines for exterior noise limits from new developments in the City of Avalon Municipal Code, therefore, LA County Code levels for noise from building systems were utilized for this report (contrary to comments received on the previous MND, the absence of a City standard did not mean that no standards were applied at all). Specifically, ARUP applied LA County Code noise standards of 60 dBL_{eq} (7 am to 10 pm) and 55 dBL_{eq} (10 pm to 7 am) as being the standards that their design recommendations would achieve. As per the Noise Survey Report, the implementation of mitigation measures controlling the design of the project would ensure that impacts would be less than significant because post-mitigation noise levels from the Project's noise sources will either be at or below those cited standards.

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MM-Noise 1 Operation-phase Noise. The following practices shall be implemented during the Operation phase of the Project:

MM-Noise 1.1. The proposed Project's mechanical system will incorporate noise mitigation measures to meet the County Noise Ordinance standards, as stated within the Noise Survey Report (i.e., 60 dBL_{aeq} from 7am to 10pm, and 55 dBL_{aeq} from 10pm to 7am). Noise mitigation measures shall include: (1) selection of quiet mechanical equipment with no tonal character; (2) solid parapet wall construction at the perimeter of the building to a minimum height which blocks line of sight to roof mounted mechanical equipment from nearby residential properties and to contain any mechanical noise within the space; and (3) sound attenuators and/or acoustic louvers at air passage openings to mechanical spaces. This will provide attenuation of noise from either AHU or refrigeration equipment.

MM-Noise 1.2. The Project's loading dock/delivery area design will incorporate noise mitigation measures (as stated in the Noise Survey Report) to minimize the generation of onsite noise. Mitigation measures shall include: (1) provisions of an enclosed loading area with openings to allow for the truck to back up into the building. (2) Acoustic treatment (mineral fiber panels or equivalent min 2" thickness) shall be provided to reduce potential noise reflection and build up.

As detailed in the ARUP Report, these mitigatory design features would ensure that the targeted noise standards would be achieved, based on that firm's professional judgment and experience in assessing noise sources and designing solutions for noise impacts. Thus, this impact would be less than significant.

- b) Would the project result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?

No Impact. The project would not result in excessive ground borne vibrations. No pile driving or other intensive construction techniques would be used during construction, and grocery operations do not involve any activities that create detectable vibrations.

- c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant With Mitigation. See discussion of noise impacts under section a), above. With the implementation of the mitigation measures contained therein, this impact would be less than significant.

- d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact with Mitigation. Project construction will involve noise emissions associated with the use of construction equipment. The City's General

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Plan EIR Noise Element Table 4.10-4 identifies typical construction equipment noise emissions as ranging from 76 dBA to 89 dBA when measured 50 feet from the source. Temporary construction noise emissions may cause temporary disturbance at neighboring properties. Therefore, the City's Municipal Code prohibits construction activities between the hours of 7:00 p.m. and 8:00 a.m., and no construction is permitted on Sundays, with the exception of emergency construction work. In addition to compliance with the Municipal Code, implementation of the following mitigation measures would reduce potential construction-phase noise impacts to a less than significant level.

MM-Noise 2 Construction-phase Noise. The following practices shall be followed during all phases of site preparation and construction activities:

MM-Noise 2.1. Construction activities shall be prohibited between the hours of 7:00 p.m. and 8:00 a.m., and no construction is permitted on Sundays, with the exception of emergency construction work.

MM-Noise 2.2. All construction equipment with internal combustion engines used on the Project site shall be properly muffled and maintained in good working condition.

MM-Noise 2.3. Unnecessary idling of internal combustion engines shall be strictly prohibited.

MM-Noise 2.4. All stationary noise generating construction equipment, such as air compressors and portable power generators, shall be located as far as possible from noise-sensitive receptors, such as schools and existing residences.

MM-Noise 2.5. Prior to the issuance of grading permits, the Project site shall be posted with the name and contact number of the lead contractor in a location visible from Avalon Canyon Road so that the contractor can be made aware of noise complaints.

MM-Noise 2.6. Construction equipment, vehicles, and workers associated with the development of the Project shall not be permitted to park on residential streets.

MM-Noise 2.7. A Construction Staging Plan shall be submitted with a schedule that includes material storage locations and parking.

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

No Impact. The project is not located within an airport land use plan, within two miles of a public airport, or within the vicinity of a private airport.

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

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No Impact. The Project is not located within an airport land use plan, within two miles of a public airport, or within the vicinity of a private airport.

XIII. POPULATION & HOUSING

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

Less Than Significant Impact with Mitigation Incorporated. The Project proposal is a replacement/consolidation of two existing grocery stores. Construction activities for the Project will not involve population changes or housing impacts. The construction work force will be temporary, and is expected to come partially from the existing labor pool in the local area. Much of the construction period will be during the off-season so any off-Island labor will be housed in existing rental facilities. The proposed project does not propose any construction of new housing and will not induce substantial population growth in Avalon as it is a replacement of an existing service. However, the two existing sites will be vacated and presumably reoccupied with other commercial uses. Those commercial uses, as well as the Vons project itself, are "new development" subject to the provisions of the City's Inclusionary Housing Ordinance, under which rental housing, or suitable alternative mechanisms, such as land dedication or in lieu fees, sufficient to meet the needs of one half of the peak season employees must be provided. With the application of the Inclusionary Housing Ordinance to the present proposed project and any future new uses at the vacated sites, a less than significant impact with mitigation would occur.

MM-Population/Housing 1. Applicant will provide an Inclusionary Housing Plan as required by Avalon Municipal Code for approval by the City, which will address the housing needs of one half the number of additional peak season employees expected at the new Vons store. The City shall apply the Inclusionary Housing Ordinance to any new uses of the two vacated sites, as well, in order to ensure comprehensive coverage of all housing impacts.

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

No Impact. The Project comprises improvements to a vacant lot and with a small manufactured commercial building. No homes or businesses will be displaced as a result of this project, and no construction of replacement housing will be necessary. No impact will occur.

- c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. The Project comprises improvements to a vacant lot and with a small manufactured commercial building. No people are expected to be displaced as a result of

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this project, and no construction of replacement housing will be necessary. No impact will occur.

XIV. PUBLIC SERVICES

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

- i) Fire Protection?

Less Than Significant Impact. Fire and emergency services are provided by the Avalon Fire Department, which is well-equipped and trained for responding to and dealing with fires, paramedic rescues, and certain types of hazardous materials incidents. Best Practices will be implemented during construction to avoid any conditions that could induce fire or other emergency conditions. During the building permit process, the Project improvement plans will be reviewed by Avalon Fire Department personnel and any conditions of development imposed by same will be adhered to during construction and operation of the Project. This impact would therefore be less than significant.

- ii) Police Protection?

No Impact. The Los Angeles County Sheriff's Department provides full law enforcement services for the existing facility through the Avalon Sheriff's Station. Since the Project is within the existing City of Avalon boundary and the use is already in service, there are no additional requirements for police protection. No impact will occur.

- iii) Schools?

No Impact. Because the Project will not involve growth in population and will not substantially increase employment beyond the current employment level at the two existing grocery stores to be replaced, it will not place any incremental demands on local schools.

- iv) Parks?

No Impact. Because the Project will not involve growth in population and will not substantially increase employment beyond the current employment level at the two existing grocery stores to be replaced, it will not place any incremental demands on local parks.

- v) Other public facilities?

No Impact. Because the Project will not involve growth in population and will not substantially increase employment beyond the current employment level at the two

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existing grocery stores to be replaced, it will not place any incremental demands on other public facilities.

XV. RECREATION

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

No Impact. The Project does not include any parks or recreation facilities or influence any incremental increase in the use of existing recreational facilities.

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

No Impact. The Project does not include recreational facilities and will not require construction or expansion of them.

XVI. TRANSPORTATION / TRAFFIC

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

Less Than Significant Impact. A Traffic Impact Report prepared by Fehr & Peers (dated August 2014) was prepared for the proposed subject site to analyze the potential for traffic impacts. The study includes the existing traffic patterns at and around the proposed site as well as the two existing Vons store sites with consultation from the City of Avalon Staff, Vons customers and current store employees. As shown in Table 5 of the Traffic Study, using County of Los Angeles criteria for determination of significant impacts, the proposed project would not result in any significant impacts to the circulation system. The Study indicates that the primary project intersections at Beacon and Sumner (at the proposed project entry) and at the intersection of Sumner and the northern continuation of Beacon Street both operate at a good level of service (LOS A) in both the Existing (2014) and Opening Year (2015) Without Project scenarios. These intersections continue to operate at a good level of service with the addition of project traffic (LOS B). All impacts will be less than significant.

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

EXPLANATIONS FOR ENVIRONMENTAL CHECKLIST (cont'd)
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Less Than Significant Impact. Notwithstanding the fact that there are no designated CMP facilities within the City, the Traffic Study referenced above indicates that the primary project intersections at Beacon and Sumner (at the proposed Project entry) and at the intersection of Sumner and the northern continuation of Beacon Street both operate at a good level of service (LOS A) in both the Existing (2014) and Opening Year (2015) Without Project scenarios. These intersections continue to operate at a good level of service with the addition of project traffic (LOS B). As shown in Table 5 of the Traffic Study, using County of Los Angeles criteria for determination of significant impacts, the proposed Project would not result in any significant impacts to the circulation system.

- c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The Project is not within the vicinity of a public or private airport and will not alter existing air traffic patterns or affect air safety.

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

Less Than Significant Impact With Mitigation. The intersection of Beacon Street and Sumner Avenue is an off-set all-way stop-controlled intersection, with the distance between the two off-set legs of Beacon Street being approximately 80 feet. In addition to stop signs on each leg of Beacon Street, there is a southbound stop sign on Sumner Avenue immediately north of the west leg of Beacon Street, and a northbound stop sign on Sumner Avenue immediately south of the east leg of Beacon Street. Each leg of Beacon Street intersects Sumner Avenue at 90 degrees, and there are no curves on Sumner Avenue between the two legs of Beacon Street.

With regard to potential issues involving project truck deliveries, the proposed project is located along the City truck route. However, should the project be built, fewer trucks will traverse the intersection at Beacon Street and Sumner Avenue. Trucks making deliveries to the proposed Vons store will terminate their trips at the loading dock located just north of Beacon Street & Catalina Avenue whereas under existing conditions Vons delivery trucks must travel past the project site and on Sumner Street to reach the main store. In the existing condition, residents from the northern areas of town who patronize the Vons Express store located on Catalina Avenue may drive and park in one of eight autoette parking spaces located immediately adjacent to the store or on streets in the vicinity. To do so, such residents must currently pass through the intersection of Beacon Street & Sumner Avenue. However, to provide the most conservative analysis, when project-generated traffic was assigned to the study intersection during the study, no adjustment was made to remove or un-assign existing Vons-related trips through the intersection. Thus, in the existing plus project condition, project-related vehicle trips through the intersection may be double-counted. While this conservative assumption was made in the context of the LOS analysis, it should

EXPLANATIONS FOR ENVIRONMENTAL CHECKLIST (cont'd)
VONS - CATALINA

nonetheless be recognized with regard to roadway hazards that the project would actually *reduce* trucks traversing the Beacon/Sumner intersection.

With regard to safety hazards from the configuration of the intersection, data from the Statewide Integrated Traffic Reporting System (SWITRS) on vehicle collisions in Avalon was queried for the accident history at this location but no data was available. Visibility from one leg of Beacon Street to the other as well as up and down Sumner Avenue is similar to what exists at other intersections in the city where buildings are built up to the edge of the public rights-of-way. Under the proposed project, existing street trees and foliage on the project site would be replaced with a parking lot, enhancing the ability of drivers to see pedestrians and other traffic visual at the intersection. If there is an existing design hazard at the intersection, the Project would help ameliorate it by increasing sight lines. Furthermore, the following design features are proposed as part of the Project:

MM Transportation-1. The Project shall incorporate (1) the relocation of a stop sign from the existing position on Sumner just above the northern continuation of Beacon Street to a position on Sumner just north of the Project entry; and (2) a crosswalk across Sumner just south of the Project entry.

Mitigation Measure Transportation-1 would create a fully controlled intersection at the Project entry, leaving a stop-controlled Beacon Street at Sumner just north of the Project Entry, as well as allowing pedestrian access to occur at a safer location, south of this intersection and the Project access point. With implementation of these measures, the Project would reduce any existing traffic hazards, and thus this impact would be less than significant.

- e) Would the project result in inadequate emergency access?

Less than Significant Impact. The project will not result in inadequate emergency access as it does not involve the change of any existing access routes and will be constructed to code that addresses such matters. It should be noted that Levels of Service at the two study intersections would be LOS B or better, indicating adequately performing intersections. Thus, there is no basis for concluding that the Project would result in inadequate emergency access. Furthermore, California Vehicle Code (CVC) section 21806(a)(1) requires drivers, when approached by an emergency vehicle which is sounding a siren and displaying a forward facing red-light, to yield the right-of-way and drive to the right side of the roadway and stop until the emergency vehicle has passed. As they are elsewhere in the City, without or with the proposed project in place, drivers queued on any leg of the study intersection would be required by the CVC to yield and make way for emergency vehicles. Therefore, this impact would be less than significant.

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

EXPLANATIONS FOR ENVIRONMENTAL CHECKLIST (cont'd)
VONS - CATALINA

No Impact. The Project will not involve and therefore not conflict with any adopted policies, plans or programs with respect to public transit, bicycle or pedestrian facilities. The sidewalks along Catalina and Beacon streets will remain in their existing conditions, and transit routes will not be changed. No impact will result.

XVII. UTILITIES AND SERVICE SYSTEMS

- a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. The Project reflects a consolidation of two separate grocery store sites into a single building. As such, the amount of water consumption – and therefore wastewater consumption – is projected to be less than the current two-store condition. Therefore, the Project is not expected to create any impact on wastewater treatment requirements of the Los Angeles County Regional Water Quality Control Board.

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

No Impact. The Project reflects a consolidation of two separate grocery store sites into a single building. As such, the amount of water consumption – and therefore wastewater consumption – is projected to be less than the current two-store condition. Therefore, the Project will not result in the need to construct new or expanded water or wastewater treatment facilities.

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

Less Than Significant Impact With Mitigation. The existing site comprises an urban infill location surrounded by paved surfaces and some pervious areas within the Golf Gardens complex. The Project comprises the construction of approximately 27,500 square feet of impervious area on an existing site with approximately 2,200 square feet of impervious area. The existing pervious area on the site is compacted dirt parking and does not provide much opportunity for storm water to percolate within the site. With the implementation of Mitigation Measure Hydro-1 (dealing with the limiting of post-Project runoff levels), the development of additional paved and building surfaces on this site will not result in significant additional offsite storm water management requirements and therefore will not result in the construction of new or expansion of existing storm water drainage facilities. This impact would be less than significant, after mitigation.

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

EXPLANATIONS FOR ENVIRONMENTAL CHECKLIST (cont'd)
VONS - CATALINA

Less Than Significant Impact. See previous discussion of impacts under Hydrology Threshold b), above. The project will utilize a pre-existing water allocation of 0.28 acre-feet from the water purveyor, Southern California Edison. Therefore, sufficient water supplies have already been allocated to the proposed Project and no new or expanded entitlements are required for development of the Project. This impact would be less than significant.

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

Less Than Significant Impact. The Facilities and Services Holding Capacity Report indicates that there is sufficient capacity for the project. Therefore, the Project will not result in the need to construct new or expanded water or wastewater treatment facilities.

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

No Impact. with the Facilities and Services Holding Capacity Report indicates that there is sufficient permitted capacity to accommodate the project's solid waste disposal needs.

- g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. The project will comply with federal, state, and local statutes and regulations related to solid waste, such as those that require or encourage recycling, or that require special treatment of hazardous waste.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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 previously mentioned above, there is no significant threat to sensitive biological species or habitat as the result of the proposed project. Because the project is an offsite redevelopment of an existing use upgrading facilities and equipment to current environmental practices and standards and is being developed on a commercially zoned vacant gravel lot, the project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, does not threaten to eliminate a plant or animal community, impact a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

EXPLANATIONS FOR ENVIRONMENTAL CHECKLIST (cont'd)
VONS - CATALINA

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

Less Than Significant Impact. The project consists of the construction of a new facility to facilitate the relocation of an existing community service on a commercially zoned vacant gravel lot and no adjacent or associated development exists or is proposed. The Project is not dependent on any future project(s) for the provision of infrastructure or supporting facilities and the Project does not propose infrastructure which incrementally would contribute to the effect of past, current or future projects. Furthermore, the amount of growth on the island occurring in the reasonably foreseeable future that has any connection in nature or kind with the present project is small, and hence there is no likelihood that this project would make a cumulatively considerable contribution to a significant cumulative impact. This was confirmed in the various technical studies. For instance:

- The traffic report for the project incorporated future projected background growth in traffic (See Traffic Study, pp. 18-19.) The result of the analysis was that even with the project, future Levels of Service would be adequate, thereby finding that there would be no significant cumulative impact.
- With regard to Air Quality, the finding under Threshold c) with regard to cumulative air quality impacts was that the Project's contribution would be less than significant (and thus, less than cumulatively considerable).
- The Noise Survey Report also incorporated cumulative effects into the analysis, as it was based on traffic data from the Traffic Study (which, as noted above, incorporated future cumulative growth in traffic). The Noise Survey Report found that even with noise from cumulative growth in traffic, the total increase in noise would still be beneath the 3 dB threshold of significance, thereby translating to a less than significant cumulative impact.

Furthermore, the other issue areas addressed in the Initial Study would not involve significant cumulative impacts to which the Project would make a cumulatively considerable contribution, due either to the site-specific, non-combinable nature of the impacts (geology, hazards, etc.), or through the application of various required mechanism. For instance, hydrology impacts are unlikely to occur from future growth due to the application of the same requirements on those projects that are being placed on the Project at the present time. Another example would water service. While the City is currently in drought, it is unlikely that a significant cumulative impact would result in the future because SCE will not issue further water allocations unless the use is either a continuation of an existing use or water supplies increase, and because in the meantime more conservation requirements are being implemented until supplies do increase. Thus, the manner in which water service is handled in the City would tend to prevent significant cumulative impacts, over the long term.

EXPLANATIONS FOR ENVIRONMENTAL CHECKLIST (cont'd)
VONS - CATALINA

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

No Impact. The project will continue to provide and enhance visitor- and resident-serving commercial services in downtown Avalon. The development of this grocery store will not result in environmental effects which will cause substantial adverse effects on human beings either directly or indirectly.

References

1. Traffic Study for the Avalon Vons Store Relocation Project (Fehr & Peers, August 2014).
2. Vons Catalina Island Noise Survey Report (ARUP, August 2, 2014).
3. A Cultural Resources Assessment Report (Pacific West Archaeology, Inc., Sept. & Oct 2014).
4. Facilities and Services Holding Capacity Report (Pacific Municipal Consultants, October 2006)
5. Air Quality and Greenhouse Gas Report for the Vons Project in the City of Avalon, California (First Carbon Solutions, March 2015).
6. Letter from Ronald Hitte (SCE) to J. Paul DeMeyer (Santa Catalina Island Co.), RE: Water Allocation Letter Agreement, dated January 14, 2015.
7. City of Avalon 2030 General Plan/Local Coastal Plan and Final Environmental Impact Report.
8. Vons #3280 Planning Submittal (MCG Architects, Sept. 11, 2014).

MITIGATION MONITORING PLAN

Project: Vons Grocery Store, 240 Sumner, Avalon, CA
Lead Agency: City of Avalon

Applicant: Safeway Inc., Vons Division
Date: August 2015

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials
Aesthetics Mitigation Measure Aesthetics-1: Lighting. All lighting of the Project, such as exterior building illumination, interior building illumination visible from the outside, and lighting of the loading dock, shall be directed away from residential uses, shielded from such uses, or reduced in intensity until such uses are not subject to substantial amounts of glare. This Mitigation Measure shall be interpreted to complement, and not supersede, the lighting provisions of Municipal Code sections 9-7.607 and 9-7.724, which shall continue to govern the lighting of parking areas and signage, respectively.	City of Avalon, Planning Department	Once	Final site inspection	On-site inspection by City staff	
Air Quality Mitigation Measure Air Quality-1: Fugitive Dust. Consistent with SCAQMD Rule 403, during all earth moving and grading phases of construction, the following soil stabilization measures will be implemented to reduce fugitive dust: 1) Apply water to all un-stabilized disturbed areas at least two times per day. If there is any evidence of wind driven fugitive dust, watering frequency shall be increased to a minimum of four times per day, and; 2) Apply water to at least eighty percent (80%) of all inactive disturbed surface areas on a daily basis when there is evidence of wind driven fugitive dust, excluding any areas which are inaccessible to watering vehicles due to excessive slope or other safety conditions; OR apply dust suppressants in sufficient quantity and frequency to maintain a stabilized surface. No water from the City of Avalon's potable water supply will be used for the above-described construction purposes.	City of Avalon, Planning Department	Ongoing, through site preparation and construction activities	During on-site inspections	On-site inspection by City staff	
Cultural Resources Mitigation Measure Cultural Resources-1: Archaeological Discovery. The following practices shall be followed during all phases of site preparation	City of Avalon, Planning	Once (provision of monitoring)	Prior to issuance of Grading Permit (provision of	Plan check and City staff verification of	

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials
<p>and construction activities: To prevent an adverse change of an archaeological resource, the applicant will engage a qualified professional Archaeologist or an alternate acceptable to the Native American Heritage Commission as a Monitor. The Monitor shall coordinate with the contractor and conduct a pre-job meeting prior to the start of ground disturbing activities. The approved Monitor shall provide a Monitoring Plan based on proposed construction methodology for the project prior to the City Issuing a Grading Permit. If previously unknown archeological resources are encountered during excavation or construction, construction personnel shall be instructed to immediately suspend all activity in the immediate area of the suspected resource and the City of Avalon shall be notified. A qualified professional archaeologist that meets the Secretary of the Interior's standard of qualifications shall be retained to evaluate the finding. Depending upon the significance of the find as determined by the archaeologist, the archaeologist may decide to record the find and allow work to continue. If the discovery proves significant under CEQA, additional work such as preparation of an archaeological treatment plan, testing, or data recovery shall be implementation.</p>	<p>Department Qualified professional archaeologist, or other qualified professional acceptable to the Native American Heritage Commission</p>	<p>plan) Once (pre-job meeting) Ongoing monitoring to determine if previously unknown archeological resources are present or encountered during excavation or construction</p>	<p>Monitoring Plan to City) Prior to ground disturbing activities (pre-job meeting) During site preparation and construction (ongoing monitoring)</p>	<p>Monitoring Plan submittal Verification of pre-job meeting Ongoing on-site inspections and notification of City staff in the event of a discovery</p>	
<p><u>Mitigation Measure Cultural Resources-2: Paleontological Discovery.</u> The following practices shall be followed during all phases of site preparation and construction activities: Should previously undefined fossil bearing formations be uncovered during site preparation, grading, or excavation, construction personnel shall be instructed to immediately suspend all activity in the immediate area of the suspected resource and the City of Avalon notified. A qualified professional paleontologist shall be retained to assess the find. Depending upon the significance of the find as determined by the paleontologist, the archaeologist may decide to record the find and allow work to continue. If the discovery proves significant under CEQA, salvage and recovery of the resource shall be performed.</p>	<p>Qualified professional paleontologist</p>	<p>Ongoing during site preparation and construction</p>	<p>Upon the discovery of fossil bearing formations</p>	<p>On-site inspection, in the event of a discovery of fossil bearing formations</p>	
<p><u>Mitigation Measure Cultural Resources-3: Burial Discovery.</u> If human remains are encountered during excavation activities, all work shall halt and the</p>	<p>City-approved archaeologist</p>	<p>Ongoing during site preparation</p>	<p>Upon the discovery of</p>	<p>On-site inspection in the event of a</p>	

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials
<p>County Coroner shall be notified (California Public Resources Code Section 5097.98). The Coroner shall determine where the remains are of forensic interest. If the Coroner, with the aid of the City-approved Archaeologist, determines that the remains are prehistoric, s/he shall contact the Native American Heritage Commission (NAHC). The NAHC shall be responsible for designating the most likely descendent (MLD), who shall be responsible for ultimate disposition of the remains, as required by Section 7050.5 of the California Health and Safety Code. The MLD shall make his/her recommendation within 48 hours of being granted access to the site. The MLD's recommendation shall be followed if feasible, and may include scientific removal and non-destructive analysis of the human remains and any items associated with Native American burials (California Health and Safety Code Section 7050.5). If the landowner rejects the MLD's recommendations, the landowner shall rebury the remains with appropriate dignity on the property in a location that will not be subject to further disturbance (California Public Resources Code Section 5097.98).</p>	<p>City of Avalon, Planning Department Native American Heritage Commission</p>	<p>and construction</p>	<p>human remains</p>	<p>discovery of human remains, coroner's report</p>	
<p>Hydrology and Water Quality</p>					
<p><u>Mitigation Measure Hydro-1: Stormwater Quality.</u> In order to meet requirements pertaining to stormwater quality and the quantity of runoff exiting the site during a stormwater event, the Applicant shall propose and implement operational Best Management Practices, in compliance with NPDES requirements, in order to match post-Project runoff flows with existing condition runoff flows. This may be achieved via the implementation of pervious parking lot surfacing (such as porous concrete or specialty pavers), specialty planters to receive roof and/or parking lot runoff, and onsite detention, such as through the use of rain barrels.</p>	<p>City of Avalon, Planning Department</p>	<p>Once (submission of proposed BMPs) Ongoing (implementation of BMPs)</p>	<p>Prior to grading permit (submission of proposed BMPs) Ongoing during site preparation and construction of (implementation of BMPs)</p>	<p>Plan check (submission of proposed BMPs) Ongoing on-site inspections</p>	
<p><u>Mitigation Measure Hydro-2: No Rise Certification.</u> Prior to obtaining building permits, the applicant shall provide to the City proof that either a No Rise Certification has been obtained, or that federal flood requirements have been otherwise addressed in compliance with all state and federal laws.</p>	<p>City of Avalon, Planning Department</p>	<p>Once</p>	<p>Prior to grading permit</p>	<p>Plan check and verification by City staff</p>	

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials
<p><u>Noise</u></p> <p><u>Mitigation Measure Noise-1.1: Operation Phase Noise (Mechanical Systems)</u>. The proposed Project's mechanical system will incorporate noise mitigation measures to meet the County Noise Ordinance standards, as stated within the Noise Survey Report (i.e., 60 dBLaeq from 7am to 10pm, and 55 dBLaeq from 10pm to 7am). Noise mitigation measures shall include: (1) selection of quiet mechanical equipment with no tonal character; (2) solid parapet wall construction at the perimeter of the building to a minimum height which blocks line of sight to roof mounted mechanical equipment from nearby residential properties and to contain any mechanical noise within the space; and (3) sound attenuators and/or acoustic louvers at air passage openings to mechanical spaces. This will provide attenuation of noise from either AHU or refrigeration equipment.</p>	City of Avalon, Planning Department	Once	Final site inspection	On-site inspection	
<p><u>Mitigation Measure Noise-1.2: Operation Phase Noise (Loading Dock/Delivery Area)</u>. The Project's loading dock/delivery area design will incorporate noise mitigation measures (as stated in the Noise Survey Report) to minimize the generation of onsite noise. Mitigation measures shall include: (1) provisions of an enclosed loading area with openings to allow for the truck to back up into the building. (2) Acoustic treatment (mineral fiber panels or equivalent min 2" thickness) shall be provided to reduce potential noise reflection and build up.</p>	City of Avalon, Planning Department	Twice	Prior to building permit Final site inspection	Plan check and verification by City staff On-site inspection	
<p><u>Mitigation Measure Noise 2.1: Construction Phase Noise (Construction Hours)</u>. Construction activities shall be prohibited between the hours of 7:00 p.m. and 8:00 a.m., and no construction is permitted on Sundays, with the exception of emergency construction work.</p>	City of Avalon, Planning Department	Ongoing	Throughout site preparation and construction phases	On-site inspections	
<p><u>Mitigation Measure Noise 2.2: Construction Phase Noise (Mufflers)</u>. All construction equipment with internal combustion engines used on the Project site shall be properly muffled and maintained in good working condition.</p>	City of Avalon, Planning Department	Ongoing	Throughout site preparation and construction phases	On-site inspections	

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials
<u>Mitigation Measure Noise 2.3: Construction Phase Noise (Idling)</u> . Unnecessary idling of internal combustion engines shall be strictly prohibited.	City of Avalon, Planning Department	Ongoing	Throughout site preparation and construction phases	On-site inspections	
<u>Mitigation Measure 2.4: Construction Phase Noise (Stationary Noise Sources)</u> . All stationary noise generating construction equipment, such as air compressors and portable power generators, shall be located as far as possible from noise-sensitive receptors, such as schools and existing residences.	City of Avalon, Planning Department	Ongoing	Throughout site preparation and construction phases	On-site inspections	
<u>Mitigation Measure 2.5: Construction Phase Noise (Noise Complaints)</u> . Prior to the issuance of grading permits, the Project site shall be posted with the name and contact number of the lead contractor in a location visible from Avalon Canyon Road so that the contractor can be made aware of noise complaints.	City of Avalon, Planning Department	Once	Prior to issuance of grading permit	City staff verification	
<u>Mitigation Measure 2.6: Construction Phase Noise (Construction Equipment Parking)</u> . Construction equipment, vehicles, and employees associated with the development of the Project shall not be permitted to park on residential streets.	City of Avalon, Planning Department	Ongoing	Throughout site preparation and construction phases	On-site inspections	
<u>Mitigation Measure 2.7: Construction Phase Noise (Staging Plan)</u> . A Construction Staging Plan shall be submitted with a schedule that includes material storage locations and parking.	City of Avalon, Planning Department	Once	Prior to Grading Permit	Plan check and City staff verification	
<u>Population/Housing</u>					
<u>Mitigation Measure Population/Housing-1: Inclusionary Housing</u> . Applicant will provide an Inclusionary Housing Plan as required by Avalon Municipal Code for approval by the City, which will address the housing needs of one half the number of additional peak season employees expected at the new Vons store. The City shall apply the Inclusionary Housing Ordinance to any new uses of the two vacated sites, as well, in order to ensure comprehensive coverage of all housing impacts.	City of Avalon, Planning Department	Once	Prior to issuance of certificate of occupancy	Verification of Inclusionary Housing Plan submittal	
<u>Transportation/Traffic</u>					
<u>Mitigation Measure Transportation-1: Summer Improvements</u> . The Project shall incorporate (1) the relocation of a stop sign from the existing position on	City of Avalon, Planning Department	Twice	Prior to building permit	Plan check and City staff verification	

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials
Summer just above the northern continuation of Beacon Street to a position on Summer just north of the Project entry; and (2) a crosswalk across Summer just south of the Project entry.			Final site inspection	On-site inspection	

Memorandum



To Richard J. Chavez, Safeway, Inc. Page 1

CC

Subject Floodplain Impacts of the proposed Safeway Inc. project in Avalon, CA

From David A. Jaffe, PhD, PE, D.WRE, AECOM

Date April 13, 2015

Introduction

Safeway Inc. requested that AECOM provide an analysis of their proposed development in Avalon, California. The specific analysis requested by Safeway Inc, and the purpose of this study, is to determine what, if any, impact their proposed development would have on the 1-percent-annual chance (Base) flood elevations along Avalon Canyon in the City of Avalon.

Project Description

Safeway Inc. is proposing to develop a property in the City of Avalon bound by Sumner Avenue to the northwest, Beacon Street to the southwest, and Catalina Avenue to the southeast. The proposed development involves placing fill on the site to bring the finished ground elevation to three feet above the Base Flood Elevations (BFEs) as published on the effective Flood Insurance Rate Map (FIRM) 06037C2204F (September 26, 2008). The proposed project site is highlighted in Figure 1.



Figure 1: Project Location

Data Development

AECOM used WISE for numerical model data development associated with this study. WISE is a proprietary pre- and post-processor primarily developed to support AECOM's Federal Emergency Management Agency (FEMA) studies. WISE has been reviewed and approved for use in and support of the National Flood Insurance Program. The specific modules used for this analysis are the WISE Terrain Analyst (WTA) and the WISE Hydraulics Module. The WTA processes supplied terrain data (input) and processes the terrain data into a usable format to the Hydraulics Module. The WISE Hydraulics Module is a pre-processor used, in the present study, to rapidly and accurately assemble a US Army Corps of Engineers' Hydrologic Engineering Center River Analysis System (USACE HEC-RAS or HEC-RAS) numerical model (in a processes similar in nature to the ACOE HEC-GeoRAS software).

Topographic Data – Source

In order to support the development of a hydraulic model, topographic data of sufficient accuracy is necessary. AECOM initially requested the topographic data that was used in the development of the effective FEMA study from the FEMA Engineering Library (FEMA Library). In correspondence received on January 30, 2015, AECOM was informed that this data was not available in the Library. Subsequently alternate sources of topographic data were sought. The Los Angeles Region Imagery Acquisition Consortium (LAR-IAC) was contacted and the latest LiDAR data available for the project area was acquired by AECOM.

Topographic Data – Quality

The effective FEMA study was based upon topographic maps with contour foot equivalencies of 2-, 5-, and 10-foot intervals. Additionally, the present study's LiDAR data was collected in 2005, while the effective FEMA study's topographic data dates from the 1962 (2- & 5-foot contours), 1973 (10-foot contour), and 1976 (approximately 5-foot contour). (Note: All pages are from the second volume of the 2008 FIS – Page 210: Santa Catalina Island Company Topographic Map of City of Avalon, California, Scale 1:2,400, contour interval 2 & 5 feet, 1962; Page 212: US HUD, Scale 1:12000, contour interval 5-feet, 1976; Page 214: USGS Map of Flood prone areas, Scale 1:24000, contour interval 10-feet, 1973.)

In order to create a digital surface model in WISE the LiDAR data from LAR-IAC was imported into a Digital Terrain Collection (DTC) within WISE. According to the metadata supplied with the LiDAR data from LAR-IAC, the LiDAR in the project area has a vertical accuracy of 0.24-foot RMSE, which is equivalent to a 1-foot contour interval. Two types of surface models were produced in WISE: a model in the form of a Triangular Irregular Network (TIN), and a new composite Digital Elevation Model (DEM) sampled from the TIN and based on the user defined grid resolution of minor cells. In the present study a 5-foot post spacing was used. The TIN surface model was used for hydraulic takeoffs, mapping floodplain boundaries, and other hydraulic calculations.

Hydrology

AECOM utilized the hydrology used in the effective FEMA study. This hydrology was developed using regional run-off frequency equations developed by the Los Angeles County Flood Control District in ca. 1971. Because of the limited extent of AECOM's study (see below), only the downstream most discharge value from the FIS had to be applied to the HEC-RAS numerical model. The discharge reported in Table 7 of the 2008 FIS is 2,419 cubic feet per second (cfs) at Cross Section A (Pebbly Beach Road). No stream gage is present in Avalon Canyon.

Hydraulics

Scope of Study

In order to evaluate the impacts of the proposed development, AECOM developed a HEC-RAS numerical hydraulic model from Pebbly Beach Road at the downstream to Tremont Road at the upstream. This corresponds to the effective FEMA lettered cross sections A (downstream) and C (upstream).

Model

The hydraulic modeling software selected by AECOM to perform this analysis was HEC-RAS version 4.1.0. This software package is an industry standard hydraulic modeling software package.

AECOM contacted the FEMA Library in order to obtain a copy of the effective hydraulic model to facilitate the rapid analysis of the expected impacts of the proposed development. In correspondence dated January 30, 2015, the Library informed AECOM that the effective hydraulic model was not available.

Cross Sections

Because the effective hydraulic model for Avalon Canyon was not available from the FEMA Library, AECOM attempted to recreate the effective model as closely as possible. AECOM downloaded the effective FIRM database from the FEMA Map Service Center. It was hoped that the effective cross section alignment and profile baseline for Avalon Canyon Creek would be available from that database. Upon investigation, however, it was discovered that the only data available for Avalon Canyon Creek was the effective floodplain mapping (flood extents and Base Flood Elevation [BFE] lines), and no other supporting data.

With the lack of effective data from the Library for modeling, AECOM recreated the effective cross section layout. The stream centerline was digitized from aerial imagery and assumed to not have changed significantly from the effective study as the channel in the project area is almost exclusively concrete lined. The effective FEMA flood profile was closely examined for inflection points in the water surface elevation profile. These inflection points indicate locations at which cross sections were placed in the effective model. AECOM then placed cross sections along the newly created stream centerline at the estimated locations from the effective flood profiles using Beacon Street as the point of reference. Beacon Street was used as the point of reference because it is located at approximately the center point of the project area's studied stream length, and would thus minimize any potential errors in stream alignment. The cross sections were then compared to other landmarks on the flood profile to ensure a reasonable approximation of their location.

Cross sections were drawn perpendicular to the stream line and the effective FEMA floodplain with minimal inflection points along their length. The cross sections' station and elevation data were extracted from the LiDAR data acquired by LAR-IAC. Typically cross sections are placed in such a way as to provide a hydraulically accurate representation of the floodplain. This is not the case with effective cross section B. Effective cross section B appears to be placed directly along Beacon Street. This alignment would over estimate the conveyance capacity of the cross section as the blockages from the buildings in the immediate vicinity would not be taken into account. In addition to the effective FEMA cross sections AECOM added two additional cross sections. One cross section was placed at the proposed development and the other cross section was placed directly downstream of the proposed development. The purpose of these cross sections is to facilitate the inclusion of the

proposed development and the analysis of its impacts. The average cross section spacing is approximately 230 feet along the model centerline throughout the area studied.

Roughness Coefficients

Manning's 'n' roughness coefficients were based upon engineering judgment and aerial imagery. The 'n' values ranged between 0.015 and 0.050. The lower 'n' values are associated with relatively smooth features, such as streets and the channelized portion of Avalon Canyon. An 'n' value of 0.050 is associated with brush, for example upstream of the concrete lined channel.

Buildings

The project area is a densely developed urban area. As such the project area has a high density of buildings in the floodplain. In order to account for the loss of conveyance capacity associated with the buildings, AECOM entered the digitized general building footprints from aerial imagery into HEC-RAS as blocked obstruction, thus removing those areas from the conveyance capacity of the cross sections.

Channel Bank Location

The channel banks location were digitized from aerial imagery and were checked within HEC-RAS to ensure a reasonable location.

Boundary Conditions

The upstream and downstream boundary conditions were set to known watersurface elevations extracted from the effective FEMA flood profile. The downstream elevation was set as 9.00 feet and the upstream elevation was set as 34.75 feet, both North American Vertical Datum of 1988 (NAVD88).

Conditions Modeled

Two conditions are modeled in the present study: existing conditions and proposed conditions. To account for the proposed development, a copy of the existing conditions model was modified to include fill at the proposed development location cross sections, as described above. In order to provide a conservative estimate of the proposed fill, the proposed development site was modeled as being completely filled from sidewalk to sidewalk. While this condition is unlikely to occur in reality, it does provide a "worst-case" scenario for the loss of conveyance and storage capacity due to development. No other changes are made in the proposed conditions model.

A review of the preliminary existing condition model results indicated that super critical flow was present throughout the majority of the modeled reach. In order to properly model super critical flows, AECOM used a mixed flow regime for the hydraulic modeling instead of the more standard sub-critical flow modeling approach.

Data Concerns Identified

Channel Invert Variation

The channel inverts from the effective flood profile are generally lower than those observed in the LiDAR in the downstream portions of the study area, with decreasing difference moving upstream. The elevation difference eventually switches whereby the LiDAR channel elevations are lower than the 2008 FIS stream invert. Table 1 identifies the differences in stream invert elevations for

several sections. All elevations are in NAVD88. Errors in the effective model or in the model's topographic source, errors in the LiDAR data, errors in previous datum conversions, and/or topographic changes since the effective topographic source data was collected are just a few possible sources of these mismatches.

Table 1: Stream Invert Comparison

Location	2008 FIS Stream Invert Elevation	LAR-IAC Stream Invert Elevation
Effective Xsect A (Pebble Beach Rd)	5.0	7.57
Effective Xsect B (Beacon St)	12.1	15.11
Effective Xsect C (Tremont St)	30.0	25.71

Note that the LiDAR data is at a higher resolution than the FIS topographic information.

Calibration

Initially AECOM attempted to calibrate the HEC-RAS model to the effective FEMA results, however, with the identified stream invert variation calibration was found to be impossible.

Results

In order to compare the effects of the proposed site upon the base flood elevations in Avalon, the water surface elevations at each cross section are compared in Table 2.

Table 2: Summary of Results

Gross Section	Existing Conditions Elevation	Proposed Conditions Elevation	Difference
218 (upstream of FIRM XS A)	11.5	11.5	0.0
615 (downstream of project location)	14.3	14.3	0.0
815 (project location)	16.9	16.9	0.0
930 (FIRM XS B)	---	---	---
1003	18.6	18.6	0.0
1032	19.2	19.2	0.0
1250	22.9	22.9	0.0
1583 (FIRM XS C)	30.7	30.7	0.0



Elevations are shown to the nearest tenth per FEMA's "Guidance for Flood Risk Analysis and Mapping: Mapping Base Flood Elevations on Flood Insurance Rate Maps (Nov. 2014).

As is indicated in Table 2, **there are no impacts to BFEs resulting from the proposed project when comparing existing and proposed water surface elevations.** As shown on the effective FIRM, a floodway has not been designated for Avalon Canyon. Therefore, 44CFR60.3(c)(10) applies for the management of Avalon Canyon special flood hazard area. 44CFR60.3(c)(10) states that it is "(r)equire(d) until a regulatory floodway is designated, that no new construction, substantial improvements, or other development (including fill) shall be permitted within Zones A1-30 and AE on the community's FIRM, unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than one foot at any point within the community." **Because the proposed development will cause an increase of 0.0 feet, it will not result in a violation of NFIP regulations.**

EXPLANATIONS FOR ENVIRONMENTAL CHECKLIST (cont'd)
VONS - CATALINA

No Impact. As described above, the proposed project is not located within an airport land use plan, within two miles of a public airport, or within the vicinity of a private airstrip.

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

Less Than Significant Impact. The proposed project will not change or impede any current or planned traffic routes and therefore will not impair the implementation of or interfere with an adopted emergency response or evacuation plan. This impact would be less than significant.

- h) Would the project expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?

Less Than Significant Impact. The entire Santa Catalina Island, including Avalon, is designated as a very high fire hazard zone by the California Department of Forestry and Fire Protection. However, as the project is located in a developed, urbanized area and will be constructed in a manner that will meet all relevant fire codes, it will not expose people or structures to significant risk of loss, injury or death involving wild fires.

IX. HYDROLOGY AND WATER QUALITY

- a) Would the project violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. The Project will not alter existing water quality standards. To ensure that no water quality standards are violated, during construction, the contractor will implement standard measures, pursuant to a Stormwater Pollution Prevention Plan prepared under the NPDES stormwater permit administered by the local RWQCB for construction activities, to further minimize the Project's less than significant impacts, including but not limited to regular sweeping of active construction areas to reduce sediment tracking off the Project site, covering dumpsters or keeping uncovered dumpsters under a roof (or secured with tarps or plastic sheeting), and conducting vehicle/equipment maintenance, repair, and washing away from storm drains. Implementation of such required Best Management Practices will ensure that impacts are less than significant.

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

Less Than Significant Impact. The project site is not located in an area of significant groundwater recharge, and thus would not interfere with the replenishment of the local aquifer. Southern California Edison (SCE) determined that the new Vons would require .28 acre-feet of fresh water. In order to serve the project, the Santa Catalina Island

EXPLANATIONS FOR ENVIRONMENTAL CHECKLIST (cont'd)
VONS - CATALINA

Company will transfer in whole the pre-existing water allocation from the Wilcox Nursery (.17 acre feet) and excess fresh water from the Golf Gardens (.54 acre feet) to ensure availability of the .28 acre feet for Vons. Thus, the project would not require new entitlements of water beyond those already allocated by SCE for urban uses in light of the groundwater basin's annual safe yield, thereby ensuring that impacts to groundwater supplies will be less than significant. While the City is currently in a severe drought, municipal water service has continued for existing customers, subject to Phase 2 water conservation measures. Furthermore, while it is true that the entire island is subject to water conservation requirements and it may be the case that those increase in the future, that would be the case with or without the Project, and given the fact that the Project would not result in net increase in water demand within the entire system, since it will be drawing water from that water already reserved for allocation by SCE, it cannot be said to have a significant impact with regard to the substantial depletion of groundwater resources. Impacts would be less than significant.

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

Less Than Significant Impact With Mitigation. The existing site comprises an urban infill location surrounded by paved surfaces and some pervious areas within the Golf Gardens complex. The Project comprises the construction of approximately 27,500 square feet of impervious area on an existing site with approximately 2,200 square feet of impervious area. The existing pervious area on the site is compacted dirt parking and does not provide much opportunity for storm water to percolate within the site. Therefore, the development of additional paved and building surfaces on this site will not result in substantial alteration of the existing drainage pattern or substantial amounts of additional runoff flowing from the site. The project will comply with City Floodplain Management, Section 6-9.403, Development Permit and Section 6-9.501 Standards of Construction. In addition, the following mitigation measure will be implemented to address surface water flows:

MM Hydro-1. In order to meet requirements pertaining to stormwater quality and the quantity of runoff exiting the site during a stormwater event, the Applicant shall propose and implement operational Best Management Practices, in compliance with NPDES requirements, in order to match post-Project runoff flows with existing condition runoff flows. This may be achieved via the implementation of pervious parking lot surfacing (such as porous concrete or specialty pavers), specialty planters to receive roof and/or parking lot runoff, and onsite detention, such through the use of rain barrels.

This impact would be less than significant with implementation of this mitigation measure.

Deleted: The Project has received a water allocation from Southern California Edison in the amount of 0.28 acre-feet which will fully cover the Project's proposed water usage (the 0.28 acre-feet per year water allocation was granted in this amount because this is what was requested, it having been determined that this would be amount required to operate the store).

Deleted: It should be noted that the Vons Express Store at 117 Catalina Avenue and the Wilcox Nursery would be closed, with those locations' right to water service given up, in order to justify the water allocation to the new store (in fact, the new store would use less water than those two water users combined, as per SCE's Jan. 14, 2014). In essence, the new store is standing in the shoes of the previous, existing water allocations for those two uses, and the end result is that there would be no net increase in water usage due to the Project.

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EXPLANATIONS FOR ENVIRONMENTAL CHECKLIST (cont'd)
VONS - CATALINA

XVII. UTILITIES AND SERVICE SYSTEMS

- a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. The Project reflects a consolidation of two separate grocery store sites into a single building. As such, the amount of water consumption – and therefore wastewater consumption – is projected to be less than the current two-store condition. Therefore, the Project is not expected to create any impact on wastewater treatment requirements of the Los Angeles County Regional Water Quality Control Board.

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

No Impact. The Project reflects a consolidation of two separate grocery store sites into a single building. As such, the amount of water consumption – and therefore wastewater consumption – is projected to be less than the current two-store condition. Therefore, the Project will not result in the need to construct new or expanded water or wastewater treatment facilities.

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

Less Than Significant Impact With Mitigation. The existing site comprises an urban infill location surrounded by paved surfaces and some pervious areas within the Golf Gardens complex. The Project comprises the construction of approximately 27,500 square feet of impervious area on an existing site with approximately 2,200 square feet of impervious area. The existing pervious area on the site is compacted dirt parking and does not provide much opportunity for storm water to percolate within the site. With the implementation of Mitigation Measure Hydro-1 (dealing with the limiting of post-Project runoff levels), the development of additional paved and building surfaces on this site will not result in significant additional offsite storm water management requirements and therefore will not result in the construction of new or expansion of existing storm water drainage facilities. This impact would be less than significant, after mitigation.

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

Less Than Significant Impact. See previous discussion of impacts under Hydrology Threshold b), above. The project will utilize pre-existing water allocations from the water purveyor, Southern California Edison, that more than fulfill the needs of the project. Therefore, sufficient water supplies have already been allocated to the proposed Project and no new or expanded entitlements are required for development of the Project. This impact would be less than significant.

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May 14, 2014

J. Paul DeMyer, Sr. VP Real Estate
Santa Catalina Island Company
PO Box 737
Avalon, CA 90704

Brian Braaten
Safeway, Inc.

RE: Water Allocation Transfer Agreement - Vons

Dear Paul:

Southern California Edison Company (SCE) is in receipt of the Santa Catalina Island Company's (SCICo's) request for assurances that a fresh water allocation from SCE will be available to accommodate a new 20,000 square foot Vons grocery store that will be constructed at the corner of Sumner Avenue and Beacon Street in the Island Plaza in the City of Avalon (New Vons).¹ Pursuant to this request, SCE previously agreed to transfer the fresh water allocations from two existing Vons stores to the New Vons. Since then, SCICo has proposed an alternative water allocation transfer arrangement which is described more fully below. This letter approves of the transfer described below, and supersedes the previous agreement memorialized in the November 12, 2013 letter agreement (attached hereto for reference) in its entirety.

On June 1, 2013, after SCE received and approved SCICo's water allocation request of 0.28 acre-feet for the New Vons, SCE instituted Phase One water rationing under its California Public Utilities Commission approved Catalina Water Tariff Rule 14.1. SCE subsequently informed SCICo that pursuant to SCE's Water Tariffs, the New Vons fresh water allocation would continue to be honored during Phase One rationing.² However, pursuant to SCE's Water Tariffs, if SCE was required to implement Stage Two through Stage Four water rationing, the New Vons' fresh water allocation could not be honored until rationing was over, unless a new water resource is developed.³

¹ SCICo is making these requests on behalf of Safeway, Inc., because at this time SCICo has not yet conveyed the property upon which the New Vons will be built to Safeway, Inc. This letter also agrees to transfer the water allocation from SCICo to Safeway, Inc. upon closure of the sale of this property. (SCICo Letter Dated April 29, 2014, attached hereto).

² Rule 3, Section D.1.a

³ Rule 3, Section D.1.b

On January 30, 2014, SCICo submitted an additional request that under Rule 3 of SCE's Water Tariffs, SCE enter into a special agreement with SCICo to transfer a preexisting freshwater allocation to the New Vons in the event that Stage Two rationing was implemented.⁴

On April 29, 2014, SCICo informed SCE of its proposal to transfer in whole the preexisting water allocation from the Wilcox Nursery, currently occupying the same premises as the planned New Vons in the Island Plaza, and excess fresh water from the Golf Gardens (achieved through significant water conservation efforts), also located in the Island Plaza parcel, to cover the approved water allocation for the New Vons. SCICo also requests that this water allocation for the New Vons be transferred to Safeway, Inc. upon closure of the sale of the parcel of land in the Island Plaza where the New Vons will be located. The preexisting allocation of 0.17 acre-feet at the Wilcox Nursery and 0.54 acre-feet in excess fresh water from the Golf Gardens will satisfy the allocation amount of 0.28 acre-feet for the New Vons, with an ultimate water savings of 0.26 acre-feet. SCE understands the critical importance of the New Vons to the Avalon Community and the merits of replacing two antiquated and undersized grocery stores to meet the community's needs and provide for future growth.

SCE herein approves of the above described transfer arrangement and agrees to transfer the existing SCICo allocation from the Wilcox Nursery and excess water from the Golf Gardens to the New Vons. SCE also agrees to transfer this water allocation from SCICo to Safeway, Inc. upon completion of the sale of the property in the Island Plaza where the New Vons will be located from SCICo to Safeway, Inc. This will assure both SCICo and Safeway, Inc. of the water allocation for the New Vons in the event SCE increases water rationing to Stage Two, Three or Four. If at any time in the future, a new service connection or change to an existing service connection with an increased water requirement is requested for the Wilcox Nursery, Golf Gardens, or New Vons, the customer will be subject to SCE's existing fresh water allocation process and a water allocation is not guaranteed. Additionally, all mandatory water use restrictions as described in SCE's Water Schedule 14.1⁵ for water rationing Stages Two, Three, or Four will apply and the baseline usage rate utilized to calculate any mandatory water conservation under Stages Two, Three, or Four will be adjusted consistent with this water transfer, to .28 acre-feet.

Sincerely,



Ronald Hite
District Manager
Southern California Edison

Cc: ~~City of Avalon Planning Department~~

⁴ Rule 3, Section D.5

⁵ Schedule 14.1, Section D