DRAFT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

650 PACIFIC COAST HIGHWAY PROJECT
650 & 700 NORTH PACIFIC COAST HIGHWAY AND 737 CARL JACOBSON WAY

LEAD AGENCY:

CITY OF EL SEGUNDO

Development Services Department

350 Main Street

El Segundo, CA 90245

Contacts: Eduardo Schonborn, AICP

(310) 524-2312

February 2021

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INITIAL STUDY

1. Project Title:

650 PCH Project

2. Lead Agency Name/Address:

City of El Segundo
350 Main Street
El Segundo, CA 90245

3. Contact Person and Phone Number:

Eduardo Schonborn, AICP, Principal Planner
(310) 524-2312

4. Project Location:

The Project Site is located in the north-central portion of the City of El Segundo on the east side of Pacific Coast Highway between East Maple Avenue to the north and East Mariposa Avenue to the south, in the County of Los Angeles. Specifically, the Project Site is located at 650 and 700 North Pacific Coast Highway and 737 Carl Jacobson Way, approximately 0.45 mile south of Los Angeles International Airport (LAX) and approximately 2 miles east of the Pacific Ocean. Regional access to the Project site is provided via State Route 1 (Pacific Coast Highway), the San Diego Freeway (Interstate 405), located approximately 1.4 miles east of the Project site, and Interstate 105, located approximately 0.35 mile to the north. The site is approximately 0.4 mile northwest of the LA Metro Green Line Mariposa station.

Los Angeles County Assessor's Parcel Numbers (APN): The Project site is composed of seven contiguous parcels: 4138-006-030; 4138-006-031 (there are two parcels associated with this APN); 4138-006-005; 4138-006-010; 4138-006-014; and 4138-006-032.

Lot Size: 316,142 square feet or approximately 7.3 acres.

Figures: **Figure 1** shows the location of the Project site in the region, and **Figure 2** and **Figure 3** show the Project site and local vicinity in its local context.

Site Description: The Project site is an irregularly shaped, approximately 7.3-acre collection of seven parcels located between North Pacific Coast Highway and Carl Jacobson Way. The Project site is currently improved with three office buildings (referred to as Buildings A, B, and D) and surface parking lots. Five of the parcels are occupied by the existing office buildings, with the remaining two parcels consisting of a landlocked interior parcel improved with a surface parking lot and a narrow parcel comprising a former railroad spur, which runs north and south from East Maple Avenue to East Mariposa Avenue.

Building A (APN 4138-006-031) is located at 650 North Pacific Coast Highway and is improved with an eight-story, rectangular office building with a partial floor penthouse on the ninth level and rooftop mechanical equipment. The structure has a net floor area of 98,885 square feet and a height of 131 feet, and is clad in light-colored concrete panels,

narrow, horizontal strips of windows, and black granite on the first floor of the street-facing façade of the structure.

Building B (APNs 4138-005-006 and -030) is located at 700 North Pacific Coast Highway and has a square-shaped two-story office building. The structure has a net floor area of 69,692 square feet and height of 36.5 feet, and is clad in red brick and accented with a natural stone veneer. A driveway and mechanical equipment are located on the north side of Building B. Surface parking lots are located behind both Building A and Building B and are accessible from Pacific Coast Highway via driveways on the north side of Building B and on the south side of Building A, as well as from the south via East Mariposa Avenue. Buildings A and B are both currently occupied by Boeing.

Building D (APN 4138-006-014) is located at 737 Carl Jacobson Way, east of Buildings A and B. Building D is a one-story office building clad in red brick and accented with natural stone veneer. The structure has a net floor area of 16,652 square feet and rises to a height of 17 feet. **Figure 4** provides photo exhibits of existing conditions on the Project site. While Building D is part of the Project site, there are no changes proposed for this parcel, as shown in **Figure 3.**

5. Project Applicant's Name and Address:

L&R ZAV 650 Sepulveda, LLC
8445 Santa Monica Boulevard, Suite 5
West Hollywood, CA 90069

6. General Plan Designation:

Corporate Office

7. Zoning:

Corporate Office (CO)

8. Proposed Project Description:

The Project would involve the renovation and minor alteration of two existing office buildings on the Project site: Building A at 650 North Pacific Coast Highway, with a net addition of 1,031 square feet to the existing 98,885 square feet, for a total of 99,916 square feet; and Building B at 700 North Pacific Coast Highway, with a net reduction of 4,572 square feet from the existing 69,692 square feet, for a total of 65,120 square feet. The Project would also include the demolition of the existing surface parking lot behind Building A and the construction of a new, 122,156-square-foot, 7-level office building with 70,921 square feet of office space and an integrated 7-level, 1,185-space parking structure (referred to herein as Building C). Refer to **Figure 5** showing the proposed Project site layout depicting the locations of Buildings A, B, and C. In addition, the Project would consolidate the seven parcels of land that make up the Project site into a single approximately 7.3-acre parcel.

The renovation and alteration of Building A would expand the top penthouse level by 3,963 square feet and would provide roof deck amenities; however, the Project would not alter the existing height of the building (refer to **Figure 6a**, Building Elevations). The Project would also improve the façade of Building A by enlarging existing windows and refinishing the exterior of the building to be consistent with the exterior of the proposed Building C. This

would result in removal of the existing concrete panels and replacing them with a curtain wall along Pacific Coast Highway. The renovation would also provide a pedestrian entrance from Pacific Coast Highway and a double-height lobby at the building's center on ground level 1 and level 2. Building A's east-facing façade will also be renovated, and new openings will be installed on the north facade. Interior renovations of Building A would include minor reductions and additions in square footage (the first and second floors would be reduced by 2,746 and 1,138 square feet, respectively). In addition to the proposed double-height lobby, reductions in square footage involve plumbing fixtures, non-bearing interior walls, first-level curbs, and an exterior canopy, roof, and associated structures. The building remodeling would also include increases of 140 square feet in square footage on each floor for the third through seventh floors. In total, the net new square footage of the additions and reductions as compared with existing conditions would be an addition of 1,031 square feet. A conceptual rendering of Building A is provided in **Figure 7a.**

The remodeling of Building B would not alter the height of the building. Rather, remodeling of Building B would involve small reductions in square footage on both the first and second floors. The first floor would be reduced by 1,657 square feet and the second floor would be reduced by 2,915 square feet for a total net reduction of 4,572 square feet (refer to **Figure 6a**, Building Elevations). The proposed demolitions include eliminating portions of a floor slab to make way for a new elevator shaft, removal of non-weight-bearing interior walls, doors, and certain stairs, and removal of a portion of the roof structure. Renovations would also include installation of new skylights, and new glazing along the Pacific Coast Highway building frontage. The exterior of the building would be remodeled to be consistent with Buildings A and C. This would include staining the brick exterior a dark color and replacing the stone veneer accents with light-colored smooth plaster, and the addition and replacement of punched openings on all facades to increase fenestration and bring natural light into the building. The building would also be improved with metal and glazing accents. A conceptual rendering of Building B is in **Figure 7a.**

The proposed Building C would be a seven-story office building with 70,921 square feet of office space and an integrated 1,185-space parking structure on the eastern side of the building. Building C would provide terraced spaces as private patio and balconies for the office uses and would be located directly behind (east) Building A. The Project would also construct a new plaza area between Buildings A and C. Building C and the plaza area would replace a large surface parking lot that provides parking to Buildings A and B. The new office building would be 112 feet, 8 inches in height to the top of the elevator enclosure (refer to **Figure 6b**, Building C Cross-Section), complying with the CO Zone development standards. Conceptual renderings of Building C are in **Figure 7a** and **Figure 7b.** As shown in conceptual renderings (**Figure 7a** and **Figure 7b**), the architecture of the new concrete Building C would have a contemporary design with extensive use of glass on the façade and exposed concrete floor slab edges. The integrated parking structure would have architectural grilles/perforated panels screening the parking levels along the west end of Building C facing Building A (refer to **Figure 6c**, Building Cross-Section: Building A and C), and the concrete would be similarly colored as the office portion. Planters would be located at select areas of the parking structure facades to add interest to the building's concrete exterior.

Outdoor Gathering Space and Landscaping

The Project would involve improvements across the Project property, including a landscaped plaza area bounded by Buildings A, B and C; renovated and enhanced

landscaping in existing planting areas along the Pacific Coast Highway street frontage; new landscaped areas along interior (sides and rear) property lines, including a portion of the railroad spur; resurfaced parking and loading areas in the existing surface parking areas; and realignment of portions of the existing fire lane. **Figure 8** shows the landscape areas, streetscape improvements, the terraced, outdoor space proposed as part of Building C, and landscaping in the Project site interior (including along internal drive aisles and at the rear of the proposed parking structure).

The Project would include a number of outdoor gathering areas as part of the proposed improvements. The Project site boundaries would be planted with a variety of drought-tolerant native and climate-adapted decorative landscaping. The Project would plant Brisbane box trees along the publicly visible areas of the Project improvement areas, namely along the Pacific Coast Highway Project site frontage, the eastern side of Building B, and along the eastern face of the proposed parking structure. Marina madrone trees would be planted along the north and south frontages of proposed Building C. The proposed courtyard between Buildings A, B, and C would include several large (60-inch box) Coast live oak trees, as well as California sycamore trees. The courtyard would also be surrounded by Brisbane box and marina madrone trees along building courtyard frontages. The courtyard itself would be planted with other decorative landscaping and groundcover such as coast buckwheat, blue sage, manzanita, coffeeberry, decorative groundcovers, and limited areas of turf grass. The courtyard would also include areas with enhanced paving (e.g., concrete tiles or pavers) and wood decks with raised wooden terraces for seating. The ground floor of Building C and the plaza area would be located approximately 14 feet below the sidewalk level on Pacific Coast Highway.

Parking, Circulation, and Infrastructure

As stated above, the Project would include a seven-level parking structure, which would be integrated with the proposed Building C and located on the eastern side of the Project site. The proposed parking structure would provide a total of 1,185 parking spaces to serve the office uses at the Project site and potentially other nearby parcels that do not have adequate parking. This includes 732 standard-sized parking spaces (502 standard spaces and 230 tandem spaces), 336 compact parking spaces (106 standard spaces and 230 tandem spaces), 22 accessible parking spaces (including standard and van-accessible spaces), 72 electric vehicle spaces, and 23 clean air vehicle spaces. In total, the Project site would have 1,256 spaces when including the 64 existing and proposed surface parking spaces on the north and east side of Building B, and the seven existing parking spaces o the north side of Building D. The Project would also include 128 short-term and long-term bicycle parking spaces. Loading space would be provided via three loading docks, located on the south side of Building C.

There are two existing curb cuts on Pacific Coast Highway that would remain as part of the Project. These driveways currently provide access to the existing surface parking areas, i.e., a large surface parking lot at the rear of Building A and smaller surface parking areas along the north and east sides of Building B. One driveway is located on the north side of Building B, which is a two-way driveway, but it only permits a right-turn ingress and right-turn egress turning movement (a median in Pacific Coast Highway prevents left-turn egress from the Project site). The other driveway is a two-way drive into the property, and is located at the south end of the property that currently passes underneath the southern end of Building A and down a ramp into the existing large surface parking lot, which is the proposed location of Building C. An additional driveway is located on Mariposa Avenue on a neighboring

property, which currently provides access to the large surface parking lot in the center of the Project site. However, this driveway is for emergency vehicle access only and serves as a fire lane. The existing fire lane crosses the existing surface parking lot and exits the property at the northeast corner of 700 North Pacific Coast Highway through a gate continuing onto the property at 1910 East Maple Avenue, exiting onto Maple Avenue.

The proposed Project would keep the two curb cuts on Pacific Coast Highway, thus allowing ingress and egress from the existing driveways on the south side of Building A and the north side of Building B. The driveway would follow the southern boundary of the Project site, accessing the parking structure on the east side of Building C. A fire lane would be located around the exterior of the proposed parking structure, connecting the existing fire lane on the south side of the Project site (connecting to Mariposa Avenue) and the fire lane on the north side of the Project site (connecting to Maple Avenue). As shown on **Figure 5**, the driveway on the south side of the Project site would consist of designed concrete to enhance the visual aesthetic of the internal drive aisles. The existing asphalt driveway on the north side of the Project site, which wraps around Building B, would remain as asphalt.

The Project may potentially need to upgrade an existing six-inch sewer lateral line to an eight-inch line. The lateral runs northward from the center of the site, through the neighboring property located at 740 N. Pacific Coast Highway and connects to an existing eight-inch public sewer mainline in Maple Avenue. The upgrade work would involve either trenching or a trenchless replacement method, which will be determined based upon coordination and agreement between the different stakeholders. Ownership of the lateral and easement requirements will be checked and formalized as required.

Construction Activities

The Project would require an estimated 20,770 cubic yards of cut and 120 cubic yards of fill, resulting in a net of 20,650 cubic yards of export. Construction of the proposed Project is anticipated to occur in one phase over an approximately 16-month period, beginning approximately October 2021, finishing in February 2023. In addition to earthwork and installation of site improvements, construction activities would include connections to existing off-site water, sewer, storm drainage, natural gas, and electrical distribution facilities located in nearby streets. Consistent with the City's Noise Ordinance, construction would occur Monday through Saturday between the hours of 7:00 a.m. and 6:00 p.m.

9. Surrounding Land Uses and Setting:

The Project site is surrounded by a mix of office, retail, restaurant, and some non-conforming light industrial, manufacturing, and freight forwarding uses. Specifically, the surrounding area includes the following land uses:

North: North of Building B, along Pacific Coast Highway, is a Chick-Fil-A fast food restaurant (740 North Pacific Coast Highway), parking facilities, and a 76 gasoline station with auto repair service (770 North Pacific Coast Highway). North of Building B and east of Chick-Fil-A and the gas station is a wholesale electronic equipment supplies and a hair product manufacturer, both located in an industrial building (1910 Maple Avenue). A large data center is located east of Building B and north of the landlocked parcel behind Building A. Northeast of the Project site is Marina Packing and Forwarding, a freight forwarding use, on the southwest corner of the Maple Avenue and

Carl Jacobson Way intersection. These land uses north of the Project site are all zoned Corporate Office (CO) in the City's zoning code.

East: Across Carl Jacobson Way, east of the Project site, is the Automobile Driving Museum (610 Carl Jacobson Way) and light industrial uses such as an automotive collision repair shop (760 Carl Jacobson Way), and an animation studio (750 Carl Jacobson Way). These land uses are all zoned Corporate Office (CO) in the City's zoning code.

South: The property immediately south of Building A is a single-story commercial strip center containing retail and restaurant uses located on the northeast corner of Pacific Coast Highway and Mariposa Avenue (zoned General Commercial, C-3). The parking lot of this commercial center contains a stand-alone fast-food restaurant building with a drive-through. A light industrial building, containing a logistics company and a manufacturing business, is located south of the Project site and along the north side of Mariposa Avenue. These businesses are also zoned Corporate Office (CO).

West: The Project site is bound by Pacific Coast Highway to the west. Across Pacific Coast Highway, land uses include a 76 gasoline station with convenience store at the northwestern corner of the Pacific Coast Highway and Mariposa Avenue intersection, a surface parking lot associated with the Fairfield Inn and Suites Marriott hotel located 600 feet southwest of the Project site (525 Pacific Coast Highway), a fast food restaurant (639 Pacific Coast Highway), a currently vacant restaurant building with surface parking lot (707 Pacific Coast Highway), and a dine-in restaurant (IHOP) (755 Pacific Coast Highway). Farther west of the commercial uses along Pacific Coast Highway are single- and multi-family residential uses. The land uses directly across Pacific Coast Highway are zoned General Commercial (C-3) and parking lot (P) in the City's zoning code. Residential land uses farther west are zoned Multi-Family Residential (R-3) in the City's zoning code.

10. Required Approvals:

The City of El Segundo is the lead agency for the Project and has sole discretionary land use authority over the Project proposal. To implement this Project, the following approvals are required:

- A Zone Text Amendment to amend the definition of floor area ratio (FAR) in the El Segundo Municipal Code (ESMC) Section 15-1-6 to exempt a fully integrated parking structure within a new construction building (pursuant to Section 15-26 of the ESMC).

- A Vesting Tentative Parcel Map to consolidate seven parcels into one ground parcel (pursuant to Sections 14-2 and 14-3 of the ESMC).

- A Site Plan Review for a new commercial development that includes structures which have a combined gross floor area of more than 50,000 square feet (pursuant to Section 15-30-2 of the ESMC).

- Waivers of Street Dedication requirements on North Pacific Coast Highway, Mariposa Avenue and Carl Jacobson Way (pursuant to Section 15-24-A-5 of the ESMC).

11. Other Public Agencies Whose Approval Is Required (e.g., permits, financing approval, or particular agreement):

This Initial Study is intended to cover all approvals necessary to construct and operate the Proposed Project. No discretionary public agency approvals are known to be required for the Project, other than those required by the City of El Segundo.

12. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, has consultation begun?

One tribe has requested to be notified of projects in the City of El Segundo—the Gabrieleño Band of Mission Indians – Kizh Nation. Please refer to the response to Checklist item 18 for information regarding notification of and consultation with the Gabrieleño Band of Mission Indians – Kizh Nation.

13. References

The documents listed below are incorporated into this document by reference and are available for review in the Planning and Building Safety Department of the City of El Segundo, which is located in City Hall at 350 Main Street, El Segundo, CA 90245, or as shown in the reference.

California Air Pollution Control Officers Association. July 2009. *Health Risk Assessments for Proposed Land Use Projects*.

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West Basin Municipal Water District. 2016. *2015 Urban Water Management Plan*.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 17, Earlier Analysis, may be cross-referenced).

5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration, Section 15063(c)(3)(D). Earlier analyses are discussed in Section 19, at the end of the checklist, if utilized.

DETERMINATION:

On the basis of this initial evaluation:

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

☒ I find that, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

☐ I find that the proposed project MAY have a significant effect(s) 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 earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required but must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effect (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed on the proposed project.

Signature: _____ Date: _____

Printed Name: Eduardo Schonborn For: City of El Segundo

Title: Principal Planner

1. AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. In non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

Explanation of Checklist Responses

1.a) A scenic vista is generally considered as a publicly accessible, prominent vantage point that provides expansive views of highly valued landscapes or prominent visual elements. As described in the General Plan,[1] the City is located within the urbanized Los Angeles area, and is considered part of the Los Angeles International Airport (LAX)/South Bay subregion at the southwestern edge of the Los Angeles coastal basin (**Figure 1**). The Project vicinity includes LAX and I-105 approximately 0.5 mile to the north, the Hyperion Sewage Treatment Plant 2 miles directly east along the Pacific Ocean coast, the Chevron Refinery 0.6 mile to the south and southwest, and the 405 freeway 1.4 miles to the east (**Figure 2**). The Project site is located in a predominantly urbanized area of the City, with a mix of commercial, office, and residential uses. The El Segundo General Plan Exhibit C-10 (Master Plan of Streets) identifies Pacific Coast Highway/Sepulveda Boulevard as a major arterial in an area of the City which consists of and is surrounded by urban and developed land (**Figure 3**). There are no scenic vistas as defined above or identified by the General Plan in the Project area. Further, there are no unique cultural or topographic features that offer a distinctive and enhanced visual setting which is recognized for its scenic vista qualities. Lastly, the proposed zone text amendment, which would exclude parking area from the FAR calculation, would not have any impact upon this issue area. Therefore, the Project would have **no impact** on a scenic vista or view.

1.b) The Project site is not located within a designated state scenic highway.[2] Further, the Project site is not visible from the designated scenic highways nearest to the site, a portion of Route 91 in Orange County and a portion of Route 27 in Topanga Canyon of

[1] City of El Segundo. 1992. *General Plan.*
[2] Caltrans (California Department of Transportation). 2019. *California State Scenic Highway System Map.*

Los Angeles County.[3] The Project site is located along Pacific Coast Highway, which includes portions identified as eligible State Scenic Highway segments; however, the Project site is not located within the eligible portions, the nearest being in Santa Monica, near Route 187, approximately 11 miles north of the Project site.[4] There are no unique cultural, biological or geographic features onsite that would be considered to be a scenic resource. As a result, the site will not visible from the designated or eligible scenic highways. Therefore, Project would have **no impact** to scenic resources within a state scenic highway.

1.c) As mentioned previously, the Project site is located within an urban area with a variety of urban land uses such as commercial, office, and residential land uses. The proposed office use would be consistent with the property's Corporate Office (CO) zoning classification, and the Project would comply with the CO zoning design standards under El Segundo Municipal Code (ESMC) Article D, Corporate Office (CO) Zone, pertaining to building height and bulk, landscaping, yards, signs and outdoor lighting. Additionally, the proposed zone text amendment, which would exclude parking area from the FAR calculation, would have no conflict with the zoning. No other regulations governing scenic quality are applicable to the Project. In summary, the Project would result in **no impact** involving conflicts with zoning standards.

A project is generally considered to have a significant visual/aesthetic impact if it substantially changes the character of an area such that it becomes visually incompatible or degrades the existing context and quality of the site and its surroundings. The Project site has been developed with existing office buildings constructed in the 1960s, and an associated parking lot. Landscaping, including several trees, is present along the Project site's Pacific Coast Highway/Sepulveda Boulevard frontage. The Project area's visual character is defined by low-rise commercial, retail, industrial, residential, and mid-rise office developments. West of the Project site across PCH, these include a Carl's Jr. restaurant, a parking lot that serves the Fairfield Inn and Suites located on the next block south of Mariposa Avenue, and a Union 76 gas station. Developments north of the site include a Chick fil-A restaurant and several industrial uses, including E-Salon Color Studio, a manufacturer of hair products, Marshall Electronics, which is a wholesale electronic equipment supplier, a large data center, and Marina Packing & Forward freight company. Businesses to the east of the site include the Automobile Driving Museum and light industrial uses. Developments to the south of the Project site include a shopping center with El Pollo Loco and In-N-Out Burger restaurants and a 2-3 story office building. **Figure 3** and **Figure 4** show the existing developments at the Project site and the immediate surroundings. The developments in the area consist of a variety of commercial, retail, industrial, and office uses that do not exhibit a distinct visual character and there is no uniformity of architectural styles or coherent visual theme.

The primary objectives of the Project include improving the visual appearance of the existing buildings and beautifying property. The Project proposes to renovate the two existing office buildings (Buildings A and B) along Pacific Coast Highway, demolish the surface parking on the Project site, and construct a new office building, Building C with an integrated parking structure along with a cohesive landscaped plaza. The buildings

[3] California Department of Transportation. 2019. *California State Scenic Highway System Map*.
[4] California Department of Transportation. 2019. *California State Scenic Highway System Map*.

will be renovated and constructed in a contemporary design, as shown in the architectural renderings on **Figures 7a** and **7b**. Building A will have a curtainwall including metal and glass elements. The existing brick facades on Building B will be cleaned and stained with colors matching the overall design palette. Both Buildings A and B will have added entrances and increased landscaping along Pacific Coast Highway. While Building C will be shielded from views from the west along PCH, the new building will be visible from the north, south, and east. the office portion of the new structure will be constructed with concrete and glass, and the design elements consistent with Buildings A and B. The integrated parking will be constructed concrete with architectural grilles and planters, with a similar color and design aesthetic as the office portion. The unifying central plaza area will include enhanced paving, wood seating, and significantly increased landscaping, including more than 75 trees of various species and ground covers and shrubs providing shade and seasonal color.

As described and depicted in the architectural renderings, the Project would improve the visual quality of the existing site with uniform and coherent architectural design and would enhance the visual character of the existing office buildings. Lastly, the proposed zone text amendment, which would exclude parking area from the FAR calculation, would not have any impact upon this issue area. In summary, the Project would result in a **beneficial impact** on the visual character and visual quality in the Project area.

1.d) Light. The two primary sources of light are those emanating from building interiors that passes through windows, and light from exterior sources, such as street lighting, parking lot lighting, building illumination, security lighting, and landscape lighting. Depending on the location of the light source and its proximity to adjacent light-sensitive uses, light introduction may become a nuisance, affecting adjacent areas and diminishing the view of the clear night sky. Light spillage is typically defined as unwanted illumination from light fixtures on adjacent properties.

The Project involves the use of interior office lighting that is typical with office use. The lighting may be visible for surrounding areas during the nighttime; however, similar to the existing office lighting, the internal lighting would not be directly outward from the buildings and would not be considered new sources of substantial light.

The Project proposes use of security and safety lighting at entry areas, exit doors and at select perimeters areas (i.e., at the north and south sides of the buildings for safety visibility from Pacific Coast Highway), which will be shielded, low lumen downlighting, and will conform to the minimum ESMC required lighting for safety and security. The roof terrace will have well shielded, low lumen downlighting. Building C will have low level lighting for safety at exterior terraces, and the parking structure lighting will conform to the minimum ESMC requirements and will not be directed outward. The courtyard will have lower-level pole lighting and low lumen landscape lighting for nighttime safety and is surrounded by existing buildings and a perimeter site wall. As a result, no light from the Project is expected to spill onto adjacent properties or be a substantial source of light from off-site locations.

While off-site light intrusion is not expected, Mitigation Measure AES-1 will be implemented to ensure that the Project's outdoor lighting is properly designed to avoid such impacts. With implementation of Mitigation Measure AES-1, impacts would be **less than significant**.

Mitigation Measure AES-1: Prior to issuance of a building permit, the Project applicant must submit a lighting plan to the City for review and approval by the Director of Planning and Building Safety. The plan must include the location, height, number of lights, foot-candles by area, and estimates of maximum illumination on-site with no spill at the property lines. The plan must also demonstrate that all lighting fixtures on the buildings and throughout the entire project site are designed and installed so as to contain light on the subject property and will not create spillover effects or be directed toward adjacent properties or public rights-of-way.

Timing/Implementation: Prior to issuance of building permits

Monitoring/Enforcement: El Segundo Planning and Building Safety Department

Glare. Glare and glint refer to the unwanted reflection of the sun's rays or other forms of light by the face of a reflective surface. Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare generation is typically related to either moving vehicles or sun angles, although glare resulting from reflected sunlight can occur regularly at certain times of the year. While glare is a continuous source of excessive brightness, glint is a momentary flash of light produced as a direct reflection of light, which could be experienced by an observer passing at speed, such as a motorist. Glare-sensitive uses include residences, hotels, transportation corridors, and aircraft landing corridors. Glint-sensitive uses include motorists along a transportation corridor and aircraft.

A Glare Analysis was prepared for the Project (**Appendix A**), which assessed the Project's potential to create glare on glare-sensitive uses along the Pacific Coast Highway corridor and the residential areas in the Project vicinity. The existing eight-story Building A was identified as having the potential to create glare based on the existing building height, location next to Pacific Coast Highway and 270 feet east of the nearest residential use (along East Palm Avenue), westward facing position, and the proposed renovation with a curtainwall using metal and glass materials. While the new structure, Building C, is proposed with glass facades, due to the location of the building behind the existing Building A, which extends nearly 20 feet higher than Building C, Building C would be screened from views directly west of the Project site. Portions of Building C would be visible from PCH south of the Project site and along Mariposa Avenue. Based on the orientation of Building C's glass facades, while sunlight would not result in a sustained reflection off the south-oriented façade to result in glare, observers may experience temporary glint. However, when evaluated with the following proposed surface treatments and selection of materials, the effects of glare were not found to be substantial: low-emissivity (low-e) glass that is clear and permits visible light to enter the building, thus reducing reflectivity; metal cladding on the curtainwall to be finished with aluminum composite panels (ACP), with matte white or matte, clear anodized aluminum finish, which would diffuse light; and concrete on the north and south elevations to be painted with low sheen paint and clad limitedly in matte finish ACP with matte white or matte, clear anodized aluminum finish. Similarly, the selected materials and proposed surface treatments would diffuse incident light and reduce the potential for glint.

While the Project is not expected to generate substantial glint and glare, Mitigation Measure AES-2 will be implemented to ensure that the Project's material use and surface treatments are properly incorporated to avoid such effects. With implementation of Mitigation Measure AES-2, impacts would be **less than significant**.

Mitigation Measure AES-2: Prior to issuance of a building permit, the Project applicant must submit the Final Design Plans to the City for review and approval by the Director of Planning and Building Safety. The plans must identify the material use that meets the Visible Light Reflection (VLR) performance of the following:

i) The new west-facing façade of Building A and south-facing façade of Building C shall employ a high-performance glazing system comprising a commercial glazing equal to Vitro Solarban 70(2) + Clear with exterior visible light reflection (VLR) of 13% or less;
ii) Exterior metal cladding on the Building A curtainwall facing Pacific Coast Highway to be finished with aluminum composite panels (ACP), with matte white or matte, clear anodized aluminum finish; and,
iii) Concrete on the north and south elevations of Building A will be painted with low sheen paint and clad limitedly in matte finish ACP with matte white or matte, clear anodized aluminum finish.

Timing/Implementation: *Prior to issuance of building permits*

Monitoring/Enforcement: *El Segundo Planning and Building Safety Department*

2. 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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Explanation of Checklist Responses

2.a) The Farmland Mapping and Monitoring Program (FMMP) produces maps and statistical data that are used for analyzing impacts on California's agricultural resources. Agricultural land is rated according to soil quality and irrigation status. The maps are updated every two years with the use of a computer mapping system, aerial imagery, public review, and field reconnaissance. FMMP produces Important Farmland Maps, which are a hybrid of resource quality (soils) and land use information. The Project site is identified as Urban and Built-Up Land,[5] which is defined as land occupied by structures with a building density of at least 1 unit to 1.5 acres, and is used for residential, industrial,

[5] California Department of Conservation. 2020. *California Important Farmland Finder*.

commercial, construction, institutional, public administration, railroad and other transportation yards, and other developed purposes.[6]

The Project site is currently developed with three office buildings and surface parking lots, and it is located in a fully developed and urbanized area of El Segundo. Further, the site is not adjacent to or near any land used for agricultural purposes. The Project site is not designated in the FMMP as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and would not involve conversion of Farmland. Lastly, the proposed zone text amendment, which would exclude parking area from the FAR calculation, would not have any impact upon this issue area. As such, the Project would result in **no impact**.

2.b) The Project site and the surrounding area is not zoned for agriculture. Instead the site is zoned Corporate Office (CO) and surrounding areas area zoned either CO or General Commercial. Neither of these zones permit agricultural use and there is no farmland on-site or in the vicinity.[7] The proposed Project, including the zone text amendment, would have no impact involving a conflict with zoning for agricultural use. The Project site is not part of a Williamson Act contract or any other sort of deed or land use restrictions intended to preserve or foster agricultural uses; therefore, there would be **no impact** involving a conflict with such zoning or land restrictions.

2.c) As noted above, the subject property is zoned CO, which is intended to provide for the development of office projects, as stated in ESMC Section 15-5D-1, and has no applicability to forestland or timberland. All surrounding land is fully developed with commercial and some non-conforming light industrial and manufacturing uses. There is no forest or timberland on or near the Project site. Therefore, there would be **no impact** involving a conflict with zoning for forest or timberland.

2.d) The Project site has been previously developed with commercial uses and does not contain any forestland. All surrounding land is fully developed with commercial and some non-conforming industrial and manufacturing uses. There is no forest or timberland on or near the Project site. Therefore, the Project would not cause the conversion of forest land to non-forest use, and would result in **no impact**.

2.e) The Project site is currently developed with office buildings and surface parking, and there are no agricultural or forest uses in the vicinity. Therefore, the Project would not involve changes in the existing environment that could result in conversion of Farmland to nonagricultural use or the conversion of forestland to non-forest use. As such, there would be **no impact**.

[6] California Department of Conservation. 2020. *California Important Farmland Categories*.
[7] El Segundo Municipal Code, Title 15, Chapter 5, Article C and Article D.

3. 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:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

The following analysis is based in part on the information contained in *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis* prepared by Vista Environmental dated December 21, 2020. This report, hereinafter referred to as the AQ-Energy-GHG Study, is included as **Appendix B** of this IS/MND.

Background

The Project site is within the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). As the local air quality management agency, the SCAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. The health effects associated with criteria pollutants upon which attainment of state and federal quality standards is measured are described in **Table 3-1**. Depending on whether the standards are met or exceeded, SCAB is classified as being in attainment or nonattainment, as summarized in **Table 3-2**.

SCAB is designated as nonattainment for the federal and state 1-hour and 8-hour ozone standards, the state PM_{10} standards, and the federal and state $PM_{2.5}$ standards, which are provided in **Table 3-1**. The Los Angeles County portion of SCAB is also designated as non-attainment for federal lead standards. Thus, SCAB currently exceeds state and federal ambient air quality standards for these pollutants. The SCAQMD is required to implement strategies to reduce pollutant levels to acceptable standards. This nonattainment status is a result of several factors, primarily the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate air pollutants, and the number, type, and density of emission sources within SCAB. The SCAQMD has adopted an Air Quality Management Plan (AQMP) that includes a strategy for the attainment of state and federal air quality standards.[8]

[8] South Coast Air Quality Management District. 2016. *2016 Air Quality Management Plan*.

Table 3-1. State and Federal Criteria Pollutant Standards

Air Pollutant	Concentration / Averaging Time		Most Relevant Effects
	California Standards	Federal Primary Standards	
Ozone (O_3)	0.09 ppm / 1-hour 0.07 ppm / 8-hour	0.070 ppm, / 8-hour	(a) Pulmonary function decrements and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) Vegetation damage; and (f) Property damage.
Carbon Monoxide (CO)	20.0 ppm / 1-hour 9.0 ppm / 8-hour	35.0 ppm / 1-hour 9.0 ppm / 8-hour	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; and (d) Possible increased risk to fetuses.
Nitrogen Dioxide (NO_2)	0.18 ppm / 1-hour 0.030 ppm / annual	100 ppb / 1-hour 0.053 ppm / annual	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (c) Contribution to atmospheric discoloration.
Sulfur Dioxide (SO_2)	0.25 ppm / 1-hour 0.04 ppm / 24-hour	75 ppb / 1-hour 0.14 ppm/annual	(a) Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma.
Suspended Particulate Matter (PM_{10})	50 µg/m^3 / 24-hour 20 µg/m^3 / annual	150 µg/m^3 / 24-hour	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; and (c) Increased risk of premature death from heart or lung diseases in elderly.
Suspended Particulate Matter ($PM_{2.5}$)	12 µg/m^3 / annual	35 µg/m^3 / 24-hour 12 µg/m^3 / annual	
Sulfates	25 µg/m^3 / 24-hour	No Federal Standards	(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; and (f) Property damage.
Lead	1.5 µg/m^3 / 30-day	0.15 µg/m^3 /3-month rolling	(a) Learning disabilities; and (b) Impairment of blood formation and nerve conduction.
Visibility Reducing Particles	Extinction coefficient of 0.23 per kilometer - visibility of ten miles or more due to particles when relative humidity is less than 70 percent.	No Federal Standards	Visibility impairment on days when relative humidity is less than 70 percent.

Source: California Air Resources Board. 2016. *Ambient Air Quality Standards*.

Table 3-2. South Coast Air Basin Attainment Status

Criteria Pollutant	Standard	Averaging Time	Designation	Attainment Date
1-Hour Ozone	NAAQS	1979 1-Hour (0.12 ppm)	Nonattainment (Extreme)	2/6/2023 (revised deadline)
	CAAQS	1-Hour (0.09 ppm)	Nonattainment	N/A
8-Hour Ozone	NAAQS	1997 8-Hour (0.08 ppm)	Nonattainment (Extreme)	6/15/2024
	NAAQS	2008 8-Hour (0.075 ppm)	Nonattainment (Extreme)	7/20/2032
	NAAQS	2015 8-Hour (0.070 ppm)	Nonattainment (Extreme)	8/3/2038
	CAAQS	8-Hour (0.070 ppm)	Nonattainment	Beyond 2032
CO	NAAQS	1-Hour (35 ppm) 8-Hour (9 ppm)	Attainment (Maintenance)	6/11/2007 (attained)
	CAAQS	1-Hour (20 ppm) 8-Hour (9 ppm)	Attainment	6/11/2007 (attained)
NO_2	NAAQS	2010 1-Hour (0.10 ppm)	Unclassifiable/ Attainment	N/A (attained)
	NAAQS	1971 Annual (0.053 ppm)	Attainment (Maintenance)	9/22/1998 (attained)
	CAAQS	1-Hour (0.18 ppm) Annual (0.030 ppm)	Attainment	---
SO_2	NAAQS	1-Hour (75 ppb)	Designations Pending (expect Unclassifiable/ Attainment)	N/A (attained)
	NAAQS	24-Hour (0.14 ppm) Annual (0.03 ppm)	Unclassifiable/ Attainment	3/19/1979 (attained)
PM10	NAAQS	1987 24-hour (150 µg/m^3)	Attainment (Maintenance)	7/26/2013 (attained)
	CAAQS	24-hour (50 µg/m^3) Annual (20 µg/m^3)	Nonattainment	N/A
PM2.5	NAAQS	2006 24-Hour (35 µg/m^3)	Nonattainment (Serious)	12/31/2019
	NAAQS	1997 Annual (15.0 µg/m^3)	Attainment	8/24/2016
	NAAQS	2012 Annual (12.0 µg/m^3)	Nonattainment (Serious)	12/31/2025
	CAAQS	Annual (12.0 µg/m^3)	Nonattainment	N/A
Lead	NAAQS	3-Months Rolling (0.15 µg/m^3)	Nonattainment (Partial)	12/31/2015
Hydrogen Sulfide (H_2S)	CAAQS	1-Hour (0.03 ppm or 42 µg/m^3)	Attainment	---
Sulfates	CAAQS	24-Hour (25 µg/m^3)	Attainment	---
Vinyl Chloride	CAAQS	24-Hour (0.01 ppm or 26 µg/m^3)	Attainment	---

Source: South Coast Air Quality Management District. 2016. *National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) Attainment Status for South Coast Air Basin*.

Explanation of Checklist Responses

3.a) As part of its enforcement responsibilities, the United States Environmental Protection Agency (USEPA) requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas,

using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the federal and state ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

As previously mentioned, the Project site is located within SCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which SCAB is in nonattainment. In order to reduce such emissions, the SCAQMD prepared the 2016 Air Quality Management Plan. The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2016 AQMP is a regional, multi-agency effort including SCAQMD, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the USEPA. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy, updated emissions inventory methodologies for various source categories, and SCAG's latest growth forecasts. (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.) The project is subject to the SCAQMD's Air Quality Management Plan.

Criteria for determining consistency with the AQMP are defined by the following indicators:

- Consistency Criterion No. 1: Whether the project will 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.
- Consistency Criterion No. 2: Whether the project will exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

Both of these criteria are evaluated in the following sections.

Criterion 1 - Increase in the Frequency or Severity of Violations?

Based on the air quality modeling analysis contained in **Appendix B** and summarized herein in **Tables 3-3 and 3-4**, short-term construction air emissions would not result in significant impacts based on SCAQMD regional thresholds of significance or local thresholds of significance. As summarized in **Table 3-5** herein, the ongoing operation of the Project would generate air pollutant emissions that are inconsequential on a regional basis and would not result in significant impacts based on SCAQMD thresholds of significance. As shown in **Table 3-5**, the analysis for long-term local air quality impacts showed that local pollutant concentrations would not be projected to exceed the air quality standards. Therefore, a less than significant long-term impact would occur and no mitigation would be required.

Therefore, based on the information provided above, the proposed Project would be consistent with the first criterion.

Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the Project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the Project are based on the same forecasts for regional growth as the AQMP. The AQMP is developed through use of the planning forecasts provided in the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the SCAG Federal Transportation Improvement Program (FTIP). Population forecasts are developed through a number of socio-economic variables and with input from local government agencies with respect to their long-range land use plans and local growth forecasts. The RTP/SCS is a major planning document for the regional transportation and land use network within Southern California. The RTP/SCS is a long-range plan that is required by federal and state requirements placed on SCAG and is updated every four years. The FTIP provides long-range planning for future transportation improvement projects that are constructed with state and/or federal funds within Southern California. Local governments are required to manage their communities in a manner consistent with these regional plans.

The Project site is currently designated as Corporate Office in the General Plan and is zoned Corporate Office (CO). The CO Zone permits a maximum floor area ratio (FAR) of 0.8:1. As such, the 7.2-acre Project site is allowed a maximum 252,913.6 square feet of net floor area. Since the proposed Project would result in a total of 235,057 square feet of net floor area, the Project is consistent with the existing land use designation and zoning. However, since the zoning code is unclear if the proposed parking structure is included in the FAR, the applicant is requesting a Zone Text Amendment to amend the definition of Floor Area Ratio within ESMC Section 15-1-6 to exempt a fully integrated parking structure within a new construction building. It should be noted the generation of vehicle trips and associated air emissions are generated by the amount of office building square footage and not by the size of the parking lot/structure or the number of parking spaces. As such, the proposed Zone Text Amendment for the proposed parking structure would not change the AQMP assumptions for the Project site. Therefore, the proposed Project, including the proposed zone text amendment, is not anticipated to exceed the AQMP assumptions, and is found to be consistent with the AQMP for the second criterion.

Based on the above, the Project would not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact will occur in relation to implementation of the AQMP and no mitigation would be required.

3.b) The following section provides the calculated potential air emissions associated with the construction and operations of the Project and compares the emissions to the SCAQMD CEQA thresholds of significance.

Construction Emissions

The Project construction activities are anticipated to include demolition and rough grading of the existing surface parking lot, grading and foundation construction, building renovation and construction, application of architectural coatings, and paving and site improvements. The construction emissions have been analyzed for both regional and local air quality impacts.

Construction-Related Regional Impacts

The CalEEMod model has been used to calculate the Project construction-related regional emissions. The worst-case summer or winter daily Project construction-related criteria pollutant emissions for each phase of construction activities are shown below in **Table 3-3**. Since it is possible that building construction/renovation, architectural coating, and paving/site improvement activities may occur concurrently towards the end of the building construction phase, **Table 3-3** shows the combined regional criteria pollutant emissions from building construction/renovation (year 2023), architectural coating, and paving/site improvement phases of construction.

Table 3-3 shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds during either demolition/rough grading, grading/foundation, building construction/ renovation, or the combined building construction/renovation, architectural coatings, and paving/site improvement phases. Therefore, the Project construction would result in a **less than significant impact** to regional air quality and no mitigation would be required.

Table 3-3. Construction-Related Regional Criteria Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Demolition/Rough Grading[1]						
On-site	4.65	49.34	33.30	0.07	3.71	2.20
Off-site	0.41	8.61	3.16	0.03	0.97	0.29
Total	5.05	57.95	36.46	0.10	4.68	2.48
Grading/Foundation[1]						
On-site	1.83	18.81	11.95	0.02	3.42	2.22
Off-site	1.38	37.73	10.63	0.12	3.30	0.99
Total	3.21	56.54	22.58	0.14	6.72	3.21
Building Construction/Renovation (Year 2022)						
On-site	0.81	7.76	9.15	0.02	0.40	0.38
Off-site	1.83	13.46	15.05	0.07	4.47	1.24
Total	2.63	21.22	24.19	0.08	4.87	1.62
Combined Building Construction/Renovation (2023), Architectural Coatings, and Paving/Site Improvements						
On-site	25.13	19.69	25.49	0.04	0.99	0.93
Off-site	1.99	10.55	16.70	0.07	5.33	1.47
Total	27.12	30.24	42.19	0.11	6.32	2.40
Maximum Daily Construction Emissions	27.12	57.95	42.19	0.14	6.72	3.21
SCQAMD Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Demolition and Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
[2] On-site emissions from equipment not operated on public roads.

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5

[3] Off-site emissions from vehicles operating on public roads.
Source: AQ Energy GHG Study, see **Appendix B**.

Construction-Related Local Impacts

Construction-related air emissions may have the potential to exceed the State and Federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin.

The local air quality emissions from construction were analyzed through utilizing the methodology described in *Localized Significance Threshold Methodology* (LST Methodology), prepared by SCAQMD, revised October 2009. The LST Methodology found the primary criteria pollutant emissions of concern are NO_x, CO, PM10, and PM2.5. In order to determine if any of these pollutants require a detailed analysis of the local air quality impacts, each phase of construction was screened using the SCAQMD's Mass Rate LST Look-up Tables. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily onsite- emissions of CO, NO_x, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality.

Table 3-4 shows the on-site emissions from the CalEEMod model for the different construction phases and the calculated localized emissions thresholds that have been detailed. Since it is possible that building construction/renovation, architectural coating, and paving/site improvement activities may occur concurrently, **Table** shows the combined local criteria pollutant emissions from building construction, paving and architectural coating phases of construction.

Table 3-4. Construction-Related Local Criteria Pollutant Emissions

Phase	Pollutant Emissions[1] (pounds/day)			
	NOx	CO	PM10	PM2.5
Demolition/Rough Grading[2]	50.42	33.70	3.83	2.23
Grading/Foundation[2]	23.52	13.28	3.83	2.34
Building Construction/Renovation (year 2022)	9.45	11.03	0.96	0.54
Combined Building Construction/Renovation (2023), Architectural Coatings, and Paving/Site Improvements	22.00	27.78	1.72	1.17
Maximum Daily Construction Emissions	50.42	33.70	3.83	2.34
SCAQMD Local Construction Thresholds[3]	197	2,387	55	16
Exceeds Threshold?	No	No	No	No

Notes:
[1] The Pollutant Emissions include 100% of the on-site emissions (off-road equipment and fugitive dust) and 1/8 of the off-site emissions (on road trucks and worker vehicles), in order to account for the on-road emissions that occur within a ¼ mile of the project site.
[2] Demolition and Grading phases based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
[3] The nearest off-site sensitive receptors to the Project site are multi-family homes located as near as 270 feet (82 meters) west of the project site. As such, the 50 and 100 meter thresholds were interpolated to 82 meters.
Source: AQ Energy GHG Study, see **Appendix B**. Calculated from SCAQMD's Mass Rate Look-up Tables for five acres in Air Monitoring Area 3, Southwest Coastal LA County.

As shown in **Table 3-4**, the Project would not exceed any criteria pollutant local emissions thresholds during either demolition/rough grading, grading/foundation, building construction/renovation, or the combined building construction/renovation, architectural coatings, and paving/site improvement phases. Lastly, the proposed zone text amendment, which would exclude parking area from the FAR calculation, would not have any impact upon this issue area. Therefore, construction of the Project would result in a **less than significant impact** to local air quality and no mitigation would be required.

Operational Emissions

The on-going operation of the Project would result in a long-term increase in air quality emissions. This increase would be due to emissions from onsite- area sources, energy usage, and Project generated vehicle trip emissions. The following section provides an analysis of potential long-term air quality impacts due to regional air quality and local air quality impacts with the on-going operations of the Project.

Operations-Related Regional Criteria Pollutant Analysis

The operations-related regional criteria air quality impacts created by Project have been analyzed through use of the CalEEMod model. The Project's worst-case summer or winter VOC, NO_x, CO, SO_2, PM10, and PM2.5 daily emissions during long-term operations have been calculated and are summarized below in **TABLE 3-**5.

Table 3-5. Operational Regional Criteria Pollutant Emissions

	Pollutant Emissions (pounds/day)					
Emissions Source	**VOC**	**NOx**	**CO**	**SO_2**	**PM10**	**PM2.5**
Area Sources[1]	7.60	<0.00	0.16	<0.00	<0.00	<0.00
Energy Usage[2]	0.10	0.92	0.78	0.01	0.07	0.07
Mobile Sources[3]	4.02	16.50	48.09	0.18	14.68	4.01
Total Emissions	11.72	17.42	49.02	0.18	14.75	4.08
SCQAMD Operational Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[2] Energy usage consist of emissions from natural gas usage.
[3] Mobile sources consist of emissions from vehicles and road dust.
Source: AQ Energy GHG Study, see **Appendix B**. Calculated from CalEEMod Version 2016.3.2.

As shown in **Table 3-5**, the long-term operation of the Project would not exceed the criteria pollutant regional emissions thresholds. Lastly, the proposed zone text amendment, which would exclude parking area from the FAR calculation, would not have any impact upon this issue area. Therefore, operation of the Project would result a less than significant regional air quality impact and no mitigation would be required.

3.c) Some land uses are considered more sensitive to air pollution than others because of the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with

cardiorespiratory diseases. Residential areas are considered to be sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Children are considered more susceptible to the health effects of air pollution due to their immature immune systems and developing organs. As such, schools are also considered sensitive receptors, as children are present for extended durations and engage in regular outdoor activities. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation.

The proposed Project would not expose sensitive receptors to substantial pollutant concentrations. The local concentrations of criteria pollutant emissions produced in the nearby vicinity of the Project, which may expose sensitive receptors to substantial concentrations have been calculated for both construction and operations, which are discussed separately below. The discussion below also includes an analysis of the potential impacts from toxic air contaminant emissions. The nearest sensitive receptors to the Project site are residents at the multi-family homes located as near as 270 feet west of the Project site.

Construction-Related Sensitive Receptor Impacts

The Project construction activities are anticipated to include demolition and rough grading of the existing surface parking lot, grading and foundation construction, building renovation and construction, application of architectural coatings, and paving and site improvements. Construction activities may expose sensitive receptors to substantial pollutant concentrations of localized criteria pollutant concentrations and from toxic air contaminant emissions created from on-site construction equipment, which are described below.

Local Criteria Pollutant Impacts from Construction

The local air quality impacts from the Project construction has been analyzed, with the results provided in **Table 3-4**, which provides the on-site emissions from the CalEEMod model for the different construction phases and the calculated localized emissions thresholds. Since it is possible that building construction/renovation, architectural coating, and paving/site improvement activities may occur concurrently, the results combine local criteria pollutant emissions from building construction, paving and architectural coating phases of construction. As shown, the Project construction emissions would not exceed the local NO_x, CO, PM10 and PM2.5 thresholds of significance. Therefore, construction of the proposed project would create a **less than significant** construction-related impact to local air quality and **no mitigation** would be required.

Toxic Air Contaminants Impacts from Construction

The greatest potential for toxic air contaminant emissions would be related to diesel particulate matter (DPM) emissions associated with heavy equipment operations during Project construction. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk." "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of

toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. It should be noted that the most current cancer risk assessment methodology recommends analyzing a 30-year exposure period for the nearby sensitive receptors.[9]

The Project construction activities involve the operation of diesel-powered haul trucks and off-road equipment that would operate between 270 feet and 1,000 feet from the nearest homes to the west. The maximum haul trips would occur during the combined demolition and grading phase, which entail the export of 26,575 cubic yards of material requiring a total of 3,322 haul trips and averaging 83 haul trips per day over 40 days. According to CAPCOA's 2009 *Health Risk Assessments for Proposed Land Use Projects*, CAPCOA recommends that sensitive receptors should not be placed within 1,000 feet of distribution centers that generate more than 100 trucks per day or more than 40 trucks per day with transport refrigeration units (TRUs). Since construction activities would generate less than the 100 trucks per day threshold that would have the potential to create a significant TAC impact at the nearby sensitive receptors as determined by CAPCOA's screening criteria, a less than significant TAC impact would occur from construction-related haul trucks.

There would be up to nine pieces of diesel-powered off-road equipment operating simultaneously on the Project site during the combined demolition and rough grading phase. All diesel-powered powered equipment would be required to adhere to California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449 that regulates emissions from off-road diesel equipment in California. This regulation limits idling of equipment to no more than five minutes, requires equipment operators to label each piece of equipment and provide annual reports to CARB of their fleet's usage and emissions. This regulation also requires systematic upgrading of the emission Tier level of each fleet, and currently no commercial operator is allowed to purchase Tier 0 or Tier 1 equipment and by January 2023 no commercial operator is allowed to purchase Tier 2 equipment. In addition to the purchase restrictions, equipment operators need to meet fleet average emissions targets that become more stringent each year between years 2014 and 2023. As of January 2019, 25 percent or more of all contractors' equipment fleets must be Tier 2 or higher.

Given the relatively limited number of heavy-duty construction equipment and haul trucks used during the demolition and grading phase, the varying distances that construction equipment would operate to the nearby sensitive receptors, and the short-term construction schedule, the proposed Project would not result in a long-term (i.e., 30 or 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed project. As such, construction of the proposed Project would result in a **less than significant** exposure of sensitive receptors to substantial pollutant concentrations and no mitigation would be required.

Operations-Related Sensitive Receptor Impacts

The following sections analyze the effects of on-going operations of the Project, and the potential to expose sensitive receptors to substantial pollutant concentrations from

[9] California Office of Environmental Health Hazard Assessment. 2015. *The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments.*

the potential local air quality impacts from on-site operations and from possible toxic air contaminant impacts.

Local Criteria Pollutant Impacts from On-site Operations

The local air quality impacts from the Project operation would occur from on-site sources such as architectural coatings, landscaping equipment, and natural gas appliances, as well as from vehicle emissions from the Project site and the immediate vicinity. The local NOx, CO, PM10 and PM2.5 emissions resulting from the Project operations were analyzed using the SCAQMD's Mass Rate LST Look-up Tables and the methodology described in LST Methodology, and the results are summarized in **Table 3-5**. As shown, operation of the Project would not exceed the LST thresholds of significance. Therefore, the on-going operations of the proposed project would create a **less than significant** operations-related impact to local air quality due to on-site emissions and no mitigation would be required.

Operations-Related Toxic Air Contaminant Impacts

Particulate matter (PM) from diesel exhaust is the predominant Toxic Air Contaminant (TAC) in most areas and according to *The California Almanac of Emissions and Air Quality 2013 Edition*, prepared by CARB, about 80 percent of the outdoor TAC cancer risk is from diesel exhaust. The proposed Project would not generate other sources of TACs that could affect neighboring land uses. Some chemicals in diesel exhaust, such as benzene and formaldehyde have been listed as carcinogens by State Proposition 65 and the Federal Hazardous Air Pollutants program. According to *Health Risk Assessments for Proposed Land Use Project*, prepared by California Air Pollution Control Officers Association (CAPCOA), July 2009, recommends that sensitive receptors should not be placed within 1,000 feet of distribution centers that generate more than 100 trucks per day or more than 40 trucks per day with transport refrigeration units (TRUs).

According to the ITE Trip Generation 10th Edition Supplement, Version 2/20/20, for the ITE Land Use 710 – General Office Building, daily truck trips represent 1 percent of the overall trip generation for the proposed project. Per the Noise Study (**Appendix G**), the proposed Project would generate 2,797 gross daily trips, this would result in 28 daily truck trips per day or 14 truck deliveries per day to the Project site. Since the proposed project would generate well below the 100 trucks per day threshold that would have the potential to create a significant TAC impact at the nearby sensitive receptors as determined by CAPCOA's screening criteria, a **less than significant** TAC impact would occur during the on-going operations of the proposed Project and no mitigation would be required.

Therefore, operation of the proposed Project, including the zone text amendment, would result in a **less than significant** exposure of sensitive receptors to substantial pollutant concentrations.

3.d) The Project would not create objectionable odors affecting a substantial number of people. Individual responses to odors are highly variable and can result in a variety of effects. Generally, the impact of an odor results from a variety of factors such as frequency, duration, offensiveness, location, and sensory perception. The frequency is a measure of how often an individual is exposed to an odor in the ambient environment. The intensity refers to an individual's or group's perception of the odor

strength or concentration. The duration of an odor refers to the elapsed time over which an odor is experienced. The offensiveness of the odor is the subjective rating of the pleasantness or unpleasantness of an odor. The location accounts for the type of area in which a potentially affected person lives, works, or visits; the type of activity in which he or she is engaged; and the sensitivity of the impacted receptor.

Construction-Related Odor Impacts

Potential sources that may emit odors during construction activities include the application of coatings such as asphalt pavement, paints and solvents and from emissions from diesel equipment. Standard construction requirements that limit the time of day when construction may occur as well as SCAQMD Rule 1108 that limits VOC content in asphalt and Rule 1113 that limits the VOC content in paints and solvents would minimize odor impacts from construction. As such, the objectionable odors that may be produced during the construction process would be temporary and would not likely be noticeable for extended periods of time beyond the project site's boundaries. Through compliance with the applicable regulations that reduce odors and due to the transitory nature of construction odors, a **less than significant** odor impact would occur and no mitigation would be required.

Operations-Related Odor Impacts

Potential sources that may emit odors during the on-going operations of the Project would primarily occur from the outdoor trash storage areas. There would be no odor sources from building interior activities or building systems that would reach the outdoor atmosphere. Pursuant to City regulations, permanent trash enclosures that protect trash bins from rain as well as limit air circulation would be required for the trash storage areas. Due to the distance of the nearest receptors from the Project site and through compliance with SCAQMD's Rule 402 and City trash storage regulations, no significant impact related to odors would occur during the on-going operations of the proposed Project. Therefore, a less than significant odor impact would occur and no mitigation would be required.

4. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Explanation of Checklist Responses

4.a–d) The Project site is in a fully developed, urbanized portion of the City and is not located in an area with high ecological sensitivity. As previously mentioned, the Project site is currently developed with existing office buildings and surface parking lots. The existing office buildings include: Building A, an eight-story, rectangular office building; Building B, a two-story, square office building; and Building D, a one-story, rectangular office building. There are limited ornamental trees and shrubs along the Project site's frontage along Pacific Coast Highway that vary in size, species, and health. Two mature street trees are located within the sidewalk between Building A and Pacific Coast Highway, which would be removed as part of the proposed Project; however, given that these trees are located within an urbanized area and surrounded by impervious surfaces, they are unlikely to support any sensitive wildlife species. One ornamental coniferous tree is located on the western frontage of Building A between the structure and the surface parking lot. The Project applicant would be required to comply with ESMC Title 9 Chapter Three (Street Trees), which states that removal of a street tree by a private entity requires a permit from the City. Further, whenever a street tree is removed or

destroyed pursuant to any tree permit, the permittee must plant another tree. The Project proposes to include more than 75 trees of a varying species throughout the Project site, including a selection of specimen size Coast Live Oaks that would visually enhance the plaza. Other areas enhanced with new trees include the front setback area of Buildings A and B along the Pacific Coast Highway street frontage and the eastern edge of the existing surface parking lot behind Building B. The increased landscaping as compared with existing conditions would beautify the site, provide much needed shade, increase site permeability, and increase the size of the City's urban forest, thus reducing heat island effect.

The Project site does not contain any natural vegetation, natural communities, or biological resources that could support any sensitive plants or wildlife species. The property is not in an area designated as critical habitat for any sensitive wildlife species, nor is the area subject to any conservation plans, recovery plans, or similar policies and ordinances. There are no wetlands, marshes, surface drainages, ponds, lakes, streams, or any type of water-based habitat or any riparian communities on or near the Project site. No food or water sources are on-site or in the surrounding areas that would support migrating fish or wildlife. The vegetation and animal species supported in the limited man-made ornamental landscaping beds include species that are commonly found in urban environments and are thus, not protected by California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Lastly, the proposed zone text amendment, which would exclude parking area from the FAR calculation, would not have any impact upon this issue area. As a result, the Project would have **no impact** on sensitive or protected biological resources, migratory wildlife corridors, or protected wetland and riparian habitats.

4.e) As stated above, there are limited ornamental trees and shrubs along the Project site's Pacific Coast Highway frontage that vary in size, species, and health. This includes two mature street trees, which are located within the sidewalk between Building A and Pacific Coast Highway. These two trees would be removed as part of the proposed Project. The Project applicant would be required to comply with ESMC Title 9 Chapter Three (Street Trees), which states that a permit to remove a street tree is necessary. Further, whenever a street tree is removed or destroyed pursuant to any tree permit, the permittee must plant another tree. The proposed Project would provide landscaping to meet the types and minimum sizes of plant material (trees, shrubs, and groundcover) in landscaped areas in the plaza and in setback areas as required in the zoning regulations in the El Segundo Municipal Code. Street trees would be installed where required and where feasible in compliance with the requirements of El Segundo's Municipal Code and the City's Master Street Tree Plan. As stated above, more than 75 trees of a varying species would be planted throughout the Project site, which would include several specimen size Coast Live Oaks that would be planted in the proposed plaza between Building A and the proposed Building C. Other areas enhanced with new trees would include the front setback area of the Buildings A and B along the Pacific Coast Highway street frontage and the eastern edge of the existing surface parking lot behind Building B. Compliance with the City's Street Tree chapter of the municipal code, which would be confirmed through the City's plan check process, would ensure that the Project would not conflict with an applicable local policy or ordinance protecting biological resources. Lastly, the proposed zone text amendment, which would exclude parking area from the FAR calculation, would not have any impact upon this issue area. As such, the Project would result in **no impact**.

4.f) As stated above, the Project site is a previously disturbed site with no existing natural vegetation. Although there are areas within El Segundo that contain sensitive habitat, they are located in coastal areas, specifically, coastal habitat for the El Segundo Blue Butterfly. As described in the General Plan Conservation Element, the El Segundo Blue Butterfly is listed on the federal endangered species list, and is dependent upon and rarely strays from coastal buckwheat plants. At this time, the butterfly occurs on a 1.96 acre preserve adjacent to and maintained by the Chevron Refinery and in the dune area under the flight path of the Los Angeles International Airport. Since this project is not located in the City's Coastal Zone, coastal sensitive habitat would not be impacted by the Proposed Project. As such, given the existing use of the Project site as commercial office space and surface parking lots, the Project would not conflict with provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan and the Project would have **no impact**.

5. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☒	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

The following analysis is based in part on the information contained in the Project Cultural Resources Memorandum by Michael Baker International, which is included as **Appendix C** of this IS/MND.

Explanation of Checklist Responses

5.a) A historical resource is defined in CEQA Guidelines Section 15064.5(a)(3) as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period, or method of construction; representing the work of an important creative individual; or possessing high artistic values.

The potential for historic resources on the Project site was evaluated in the Project Cultural Resources Memorandum by Michael Baker International (see **Appendix C**). The Project area was undeveloped until 1927, and then between 1928 and 1947, the land was used for agricultural purposes. No built features are depicted within the Project area until 1953 with the extant building at 737 Lairport Street (Carl Jacobson Way) (Building D). By 1964, both 650 and 700 North Pacific Coast Highway (Building A and Building B, respectively) were constructed. While Building A (650 North Pacific Coast Highway) was designed by noted architect Daniel Dworsky, the building has been permanently altered for over 55 years and was previously graded to accommodate the existing structure foundations and parking uses. Building A and Building B were evaluated for inclusion in the California Register and recommended ineligible for listing under Criteria 1, 2, 3, and 4 both individually and as contributors to a historic district due to a lack of association with a historic context. Additionally, the resources were evaluated in accordance with Section 15064.5(a)(2)–(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code, and they do not appear to be historic resources for the purposes of CEQA. As evaluated in the Project Cultural Resources Memorandum, the Project site neither contains structures listed on the National Register of Historic Places nor includes structures listed as a Los Angeles Historic–Cultural Monument. As such, the Project would have **a less than significant impact** on a historic resource.

5.b) An archaeological resource is defined in Section 15064.5(c) of the CEQA Guidelines as a site, area, or place determined to be historically significant as defined in Section 15064.5(a) (see definition of historical resource in checklist response 14.a) or as a unique archaeological resource defined in Public Resources Code Section 21083.2 as an artifact, object, or site that contains information needed to answer important scientific research questions of public interest, or that has a special and particular quality such as being the oldest or best example of its type, or that is directly associated with a scientifically recognized important prehistoric or historic event or person.

The earliest inhabitants to the Los Angeles Basin occurred in the Paleocoastal or Paleoindian Period terms, indicating proximity to the coast and is generally dated between about 13,000 and 8,500 before present (BP). These earliest inhabitants were highly mobile hunter-gatherers. Others redefined the Millingstone Horizon as the Encinitas Tradition, which dates to between about 8,500 BP and 3,500 BP. Encinitas is a widespread cultural phenomenon distinguished by an abundance of manos and metates and a dearth of vertebrate faunal remains, projectile points, and mortar and pestle groundstone tools. Definitions of the Intermediate Period and Late Prehistoric Period continue to be employed as temporal periods, though understanding of cultural practices, technology, and migrations, among other aspects, has been thoroughly deepened.

At the beginning of the historic period, the Project location is understood to be within the ancestral territory of the Gabrieliños though no Gabrieliño villages are known to be within the vicinity of the Project site, and the place name *Waachnga* is located approximately 3 miles to the north-northwest. This place name potentially corresponds to the location of *Gauchn*, an Indigenous village. The Gabrieliño Indians are named because of their association with the Mission San Gabriel Arcángel, located approximately 20 miles northeast. Generally, their territory included all of the Los Angeles Basin, parts of the Santa Ana and Santa Monica Mountains, along the coast from Aliso Creek in the south to Topanga Canyon in the north, and San Clemente, San Nicolas, and Santa Catalina Islands. The Gabrielino spoke a dialect of the Cupan group of the Takic language family.

The Project area was once part of Rancho Sausal Redondo, and as mentioned above, remained undeveloped until 1927. The cultural resources assessment included a records search (File No. 21729.7831) on October 15, 2020 through the South Central Coastal Information Center (SCCIC). The SCCIC, as part of the California Historical Resources Information System, California State University, Fullerton, an affiliate of the California Office of Historic Preservation (OHP), is the official state repository of cultural resources records and reports for Los Angeles County. Three cultural resource reports were previously completed within the Project area, and six were completed within the quarter-mile search area, as identified in **Table 5-1**.

No cultural resources were identified within the Project area; however, because the Project would involve excavations for a new building that would include native soils, there is potential, however slight, to uncover previously undiscovered archaeological resources from the regional inhabitants.

As a result, the following Mitigation Measure CUL-1 will be implemented such that in the event of any discovery of unknown cultural resources during earthwork, impacts would be **less than significant**.

Table 5-1. Previous Cultural Resource Investigations within 0.25 Mile of Project Site

Author(s)	Date	Title	Within Project Site Area?	Resources in Project area?
Stickel, Gary E.	1993	*Draft Report a Phase I Cultural Resources Literature Search for the West Basin Water Reclamation Project*	Yes	No
Avina, Mike	2001	*Monitoring Report for Xo California Builds-1920 Maple Avenue, El Segundo, California, and 4000 Macarthur Blvd, Newport Beach, California*	No	No
Bonner, Wayne H. and Kathleen A. Crawford	2007	*Cultural Resources Records Search And Site Visit Results for Royal Street Communications, LLC, Candidate La2640a (SCE El Nido), 1703 East Mariposa Avenue, El Segundo, Los Angeles County, California*	No	No
Bonner, Wayne H.	2007	*Direct APE Historic Architectural Assessment for Royal Street Communications, LLC Candidate LA2640A (SCE El Nido), 1703 East Mariposa Avenue, El Segundo, Los Angeles County, California*	No	No
Harper, Caprice D. and Francesca Smith	2008	*Preliminary Cultural Resources Survey for the Formation of the Wiseburn Unified School District Project, Cities of El Segundo and Hawthorne, and Unincorporated Los Angeles County, CA*	Yes	No
Metro	2011	*Crenshaw/LAX Transit Corridor Project Final Environmental Impact Report/Final Environmental Impact Statement*	Yes	No

Mitigation Measure CUL-1: Archaeological and Native American monitoring shall be conducted for any grading-related ground disturbing activity have the potential to disturb native soils (i.e., non-engineered fill) within the Project site. Monitoring shall be performed under the direction of a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983). If cultural resources are encountered during ground-disturbing activities, work in the immediate area must halt and the find must be evaluated by the qualified archaeologist. Depending upon the nature of the find, if the discovery proves to be potentially significant under CEQA, as determined by the qualified archaeologist, additional work such as data recovery excavation, avoidance of the area of the find, documentation, testing, data recovery, reburial, archival review and/or transfer to the appropriate museum or educational institution, or other appropriate actions may be warranted at the discretion of the qualified archaeologist. The archaeologist shall complete a report of excavations and findings and submit the report to the Director of Planning and Building Safety. After the find is appropriately mitigated, work in the area may resume.

Timing/Implementation: *Applicant to submit evidence of a contracted qualified archaeologist to the City prior to issuance of building permits*

Monitoring/Enforcement: El Segundo Planning and Building Safety Department

5.c) No evidence of any prior human burials or use as a burial ground was identified in the Cultural Resources Assessment (see **Appendix C**) and Native American Consultation process conducted for this property. Based on the fully developed conditions on the site and the extent of disturbance on the entire property, the likelihood that Project

construction would encounter and impact any human remains is expected to be remote.

In the unlikely event that human remains are encountered during Project ground-disturbing activities, the remains shall be treated in accordance with California Health and Safety Code Section 7050.5, which states that no further disturbance shall occur until the County Coroner has made a determination of the origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner shall be notified immediately. If the human remains are determined to be prehistoric, the coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify the most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Compliance with these regulations would reduce any potential impacts to a **less than significant** level.

6. ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary construction of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

The following analysis is based in part on the information contained in *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis* prepared by Vista Environmental dated December 21, 2020. This report, hereinafter referred to as the AQ-Energy-GHG Study, is included as **Appendix B** of this IS/MND.

Explanation of Checklist Responses

6.a) The proposed Project would impact energy resources during construction and operation. Energy resources that would be potentially impacted include electricity, natural gas, and petroleum-based fuel supplies and distribution systems.

Project Construction

The Project construction activities are anticipated to include demolition and rough grading of the existing surface parking lot, grading and foundation construction, building renovation and construction, application of architectural coatings, and paving and site improvements. Based on these activities, the proposed Project would consume energy resources during construction in three (3) general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the Project site, construction worker travel to and from the Project site, as well as delivery and haul truck trips (e.g. hauling of demolition material to off-site reuse and disposal facilities);
2. Electricity associated with the conveyance of water that would be used during Project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power; and,
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction-Related Electricity

During construction, the Project would consume electricity to construct the new structures and infrastructure. Electricity would be supplied to the Project site by Southern California Edison (SCE) and would be obtained from the existing electrical lines on the Project site. The use of electricity from existing power lines rather than temporary diesel

or gasoline powered generators would minimize impacts on energy use. Electricity consumed during Project construction would vary throughout the construction period based on the construction activities being performed. Various construction activities include electricity associated with the conveyance of water that would be used during Project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power. Such electricity demand would be temporary, nominal, and would cease upon the completion of construction. Overall, the Project construction would require limited electricity consumption that would not be expected to have an adverse impact on available electricity supplies and infrastructure. Therefore, the use of electricity during Project construction would not be considered wasteful, inefficient, or unnecessary.

Since SCE already provides power to the Project site, it is anticipated that only nominal improvements would be required to SCE distribution lines and equipment with development of the proposed project. Compliance with the ESMC and SCE requirements would ensure that the proposed Project fulfills its responsibilities relative to infrastructure installation, coordinates any electrical infrastructure removals or relocations, and limits any impacts associated with construction of the project. Construction of the Project's electrical infrastructure is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity. Impacts would be **less than significant** and no mitigation would be required.

Construction-Related Natural Gas

The Project construction would not involve the consumption of natural gas. Natural gas would not be supplied to support construction activities, thus there would be no demand generated by construction. Since SoCal Gas already provides natural gas to the Project site, construction-related activities would be limited to installation of new natural gas connections within the Project site. Similarly, the Project would not require extensive natural gas infrastructure improvements to serve the buildings. Construction-related energy usage impacts associated with the installation of natural gas connections are expected to be confined to trenching in order to place the lines below surface. In addition, prior to ground disturbance, the Project would notify and coordinate with SoCalGas to identify the locations and depth of all existing gas lines and avoid disruption of gas service. Therefore, construction-related impacts to natural gas supply and infrastructure would be **less than significant** and no mitigation would be required.

Construction-Related Petroleum Fuel Use

Petroleum-based fuel usage represents the highest amount of transportation energy potentially consumed during construction, which would utilized by both off-road equipment operating on the project site and on-road automobiles transporting workers to and from the project site and on-road trucks transporting equipment and supplies to the project site.

The off-road construction equipment fuel usage was calculated through use of the off-road equipment assumptions and fuel use assumptions provided by the applicant, which found that the off-road equipment utilized during Project construction would consume 43,106 gallons of fuel. The on-road construction trips fuel usage was

calculated through use of the construction vehicle trip assumptions and fuel use assumptions, which found that the on-road trips generated from Project construction, including truck haul trips to export soil cut an demolition debris, would consume 112,908 gallons of fuel. As such, the combined fuel used from off-road construction equipment and on-road construction trips for the proposed project would result in the consumption of 156,015 gallons of petroleum fuel. This equates to 0.0039 percent[10] of the gasoline and diesel consumed in the County of Los Angeles annually.

The Project construction activities would be required to adhere to all State and SCAQMD regulations for off-road equipment and on-road trucks, which provide minimum fuel efficiency standards. As such, construction activities would not result in the wasteful, inefficient, and unnecessary consumption of energy resources. Impacts regarding transportation energy would be less than significant. Development of the proposed project would not result in the need to manufacture construction materials or create new building material facilities specifically to supply the Project. While it is difficult to measure the energy used in the production of construction materials such as asphalt, steel, and concrete, it is reasonable to assume that the production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business.

Operation of the Project would result in consumption of electricity for interior and exterior lighting, heating and cooling systems, a variety of electrical appliances and office machinery, electrical vehicle charging infrastructure, and for outdoor irrigation system controls. The Project electricity consumption during operations was calculated to be 598,220 kilowatt-hours per year of electricity. This equates to 0.0098 percent[11] of the electricity consumed annually in the County of Los Angeles.

It should be noted, the Project would be required to comply with all Federal, State, and City requirements related to the electricity consumption, including California Code of Regulations (CCR) Title 24, Part 6 *Building Energy Efficiency Standards* and CCR Title 24, Part 11: *California Green Building Standards.* The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed office buildings, including enhanced insulation, use of energy efficient lighting and appliances, water and space heating systems, as well as requiring a variety of other energy-efficiency measures to be incorporated into the proposed office structures. Therefore, it is anticipated the Project will be designed and built to maximize efficiency of electricity use and that existing and planned electricity capacity and electricity supplies would be sufficient to support the proposed project's electricity demand. Lastly, the proposed zone text amendment, which would exclude parking area from the FAR calculation, would not have any impact upon this issue area. Thus, the Project would not result in the wasteful or inefficient use of electricity and impacts would be **less than significant**, with no required mitigation measures.

[10] According to the California Energy Commission's "2010-2017_A15_Results.xlsx", in 2017, 3,659 million gallons of gasoline and 300 million gallons of diesel was sold in Los Angeles County. Data accessed on January 3, 2021 at: https://ww2.energy.ca.gov/almanac/transportation_data/gasoline/).

[11] According to the California Energy Commission, in 2019, Los Angeles County consumed 66,118 Gigawatt-hours per year of electricity. Data accessed on January 3, 2021 at: http://www.ecdms.energy.ca.gov/elecbycounty.aspx,)

Operations-Related Natural Gas

Project operations would result in increased consumption of natural gas, which was calculated to be 3,435 MBTU per year of natural gas. This equates to 0.0011 percent[12] of the natural gas consumed annually in Los Angeles County.

As mentioned previously, the Project would be required to comply with all Federal, State, and City requirements, including those related to the natural gas consumption. These include CCR Title 24, Part 6 *Building Energy Efficiency Standards* and CCR Title 24, Part 11: *California Green Building Standards.* The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into projects, including enhanced insulation as well as use of efficient natural gas appliances and HVAC units. Therefore, it is anticipated the Project will be designed and built to maximize efficiency of natural gas use and that existing and planned natural gas capacity and natural gas supplies would be sufficient to support the proposed Project's natural gas demand. Lastly, the proposed zone text amendment, which would exclude parking area from the FAR calculation, would not have any impact upon this issue area. Thus, impacts with regard to wasteful or inefficient use of natural gas supply and infrastructure capacity would be **less than significant** and no mitigation measures would be required.

Therefore, the proposed Project, including the proposed zone text amendment, would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Impacts would be **less than significant** and no mitigation would be required.

6.b) The proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Although the City has not adopted any specific plans that address energy efficiency, the City adopted the *City of El Segundo Climate Action Plan* on December 2017, that has been prepared to help the City comply with the City's GHG emissions reduction goals through implementation of many measures that also result in energy conservation and efficiency. As noted in **Table 8-2** in Section 8 – Greenhouse Gas Emissions, the Project would be consistent with the City's CAP and with the applicable energy efficiency strategies set forth in the CAP. This would primarily entail project compliance with the building energy efficiency standards set forth in Title 24, Part 6 of the California Government Code, and compliance with the City's Municipal Code, Title 13, Chapter 11, Green Building Standards Code, requires all development projects, including this Project, to meet the California Green Building Standards Code (CalGreen) building requirements to implement various energy efficiency design features into the proposed office buildings. As such, the proposed Project would be designed to meet all applicable State building energy efficiency standards as well as to meet the City's energy efficiency standards. Lastly, the proposed zone text amendment, which would exclude parking area from the FAR calculation, would not have any impact upon this issue area. Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be **less than significant** and no mitigation would be required.

[12] According to the California Energy Commission, in 2019, Los Angeles County consumed 3,048.32 million therms of natural gas. Data accessed online on January 3, 2021 at: http://www.ecdms.energy.ca.gov/gasbycounty.aspx.

7. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2004), creating substantial risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

This section is based, in part, on the Preliminary Geotechnical Investigation Report prepared by Stantec, dated June 27, 2020, which is included as **Appendix D** of this IS/MND.

Explanation of Checklist Responses

7.a.i) The Alquist-Priolo Earthquake Fault Zoning Act of 1972 serves to mitigate the hazard of surface faulting to structures for human occupancy, and is intended to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act requires the State Geologist to establish regulatory zones, known as Alquist-Priolo Earthquake Fault Zones, around the surface traces of active faults and to issue maps delineating these zones. If an active fault is found, a structure for human

occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet). The Act defines active faults as those that have experienced surface displacement or movement during the last 11,000 years.

The Project site is located at 650-700 N Pacific Coast Highway, in a seismically active region in Southern California near several fault systems. According to the Department of Conservation, the Project site is not affected by a State-designated Alquist-Priolo Earthquake Fault Zone.[13] Mapped fault zones closest to the Project vicinity include the Newport-Inglewood, Palos Verdes, Puente Hills (LA), and Santa Monica Faults, located 3.5, 4.9, 8.1, and 8.8 miles, respectively, from the Project site. The geotechnical report did not identify any traces of faults on or near the Project site, and the site does not lie within the boundaries of a known Earthquake Fault Zone. The Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving rupture of a known earthquake fault. Lastly, the proposed zone text amendment, which would exclude parking area from the FAR calculation, would not have any impact upon this issue area. Because there are no known faults on or near the Project site, the Project would be expected to result in **no impact**.

7.a.ii) Ground shaking is the primary cause of structural damage during an earthquake. Magnitude, duration, and vibration frequency from earthquakes would vary greatly, depending on the fault and its distance from the Project site.

As mentioned above, the nearest known active faults are the Newport-Inglewood, Palos Verdes, Puente Hills (LA), and Santa Monica Faults, located 3.5, 4.9, 8.1, and 8.8 miles from the Project site, with anticipated maximum moment magnitudes (Mw) of 7.5, 7.7, 7.0, and 7.4, respectively. Seismic activity along these faults or on any other of the numerous faults in the Southern California area would cause seismic ground shaking in El Segundo and consequently is considered during project design.

General types of ground failures that might occur as a consequence of severe ground shaking include landsliding, ground lurching, and shallow ground rupture. The probability of occurrence for these types of failures depends on the severity of the earthquake, distance from faults, topography, subsoils, and groundwater conditions. Current geotechnical analysis of the project site indicates none of these effects would be considered likely to occur. The potential for dynamic settlement resulting from severe earthquake shaking along the proposed fill slopes is present and is estimated to be on the order of 1.72 inches. The potential for ground rupture is remote and is not considered to be a hazard for this project.

The Project would be required to conduct a final geotechnical investigation and be designed in accordance with the California Building Standards Code (CBSC) and ESMC standards through the City's plan review and permitting process, which would reduce the effects of seismic ground shaking. As a result, the effects of ground shaking would be expected to be **less than significant** for the Project and no mitigation would be required.

7.a.iii) Liquefaction is the transformation of a deposit of soil from a solid state to a liquefied state, typically during prolonged ground shaking events such as earthquakes, and the

[13] California Department of Conservation. *EQ Zapp: California Earthquake Hazards Zone Application*.

soil acquires mobility sufficient to permit both horizontal and vertical movements. According to the Project's preliminary geotechnical investigation, the Project site is not located in a California Geological Survey Liquefaction Hazard Zone, which is defined as areas where historical occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacement. Based on groundwater data collected at an off-site location approximately 250 feet north of the Project site, groundwater is expected to be encountered at a depth of approximately 121 below the ground surface. Given this depth to groundwater, the site is not subject to liquefaction induced settlement. Additionally, as the Project would be required to be designed in accordance with CBSC and ESMC standards, the Project would be expected to result in a **less than significant** impacts to liquefaction hazards and no mitigation would be required.

7.a.iv) The Project site is characterized by relatively flat topography. No unusual geographic features exist on the site or in its vicinity; thus, the site does not have the potential to slide or to experience sliding from adjacent areas. According to the California Department of Conservation, the Project site is not located in a landslide hazard area. Therefore, project implementation would not expose people or structures to landslides.[14] Thus, **no impact** would occur.

7.b) Construction of the Project involves ground-disturbance activities such as site preparation, asphalt removal, grading, excavation and trenching for foundations and utilities, and the erection of a new structure, Building C. Unstable soil conditions could develop if exposed soils are exposed to rain and wind erosion, or construction traffic.

However, the Project would be subject to the requirements of a municipal National Pollutant Discharge Elimination System (NPDES) Permit (implemented through a Standard Urban Stormwater Mitigation Plan [SUSMP]) and the City's Municipal Code. Both the Municipal Code and the SUSMP require application of erosion and sedimentation control best management practices (BMPs) during construction for proper water quality management. Erosion control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. Further, the Project applicant is required to comply with South Coast Air Quality Management District (SCAQMD) Rule 403, which would reduce the potential for wind erosion by requiring the implementation of dust control measures during construction.

Compliance with these requirements would prevent significant soil erosion during construction. During operations, the majority of the fully developed site would be covered by impervious surfaces such as pavement and buildings, which would prevent any soil erosion following construction. Unpaved areas would be landscaped, which would also prevent soil erosion. In summary, Project-related impacts involving soil erosion and loss of topsoil would be **less than significant** and no mitigation would be required**.**

7.c) The Project site has a relatively flat topography, with no hillsides on-site or in the surrounding area. Further, the Project site is not located on a cliff, mountainside, bluff, or other geographic feature with stability concerns. As described above in checklist

[14] California Department of Conservation. *EQ Zapp: California Earthquake Hazards Zone Application*.

response 7.a, the site is not susceptible to liquefaction, landslide, subsidence, or collapse. Grading and structural design of the proposed improvements would apply the recommendations of the final geotechnical report and the applicable standards of the California Building Code to ensure that the proposed building foundation provides a stable footing for the proposed new building. The Project is expected to result in **less than significant impacts** related to unstable geologic units or soils, thus no mitigation would be required.

7.d) Based on the preliminary geotechnical report prepared for the Project (**Appendix D**), near-surface soils, in the upper approximately 10 feet, have a low potential to be expansive. The samples tested were granular with low-plasticity fines. Therefore, the Proposed Project's impacts related to expansive soils would be **less than significant**.

7.e) No septic tanks or alternative wastewater disposal systems are proposed as part of the Project. Since the Project site is currently developed, sewer and wastewater infrastructure are currently in place. Furthermore, the site is connected to the public sewer system in the City. Therefore, **no impact** would occur with regard to sewers or alternative wastewater disposal systems.

7.f) The Project site does not contain any unique geological feature or formation. As discussed previously, the entire Project property has been highly disturbed with prior agricultural uses and subsequently developed with the current buildings and parking lot. As shown in the Project Geotechnical Report (**Appendix D**) subsurface boring has indicated that the Project site sediments consist of artificial fill and asphalt within the top layer of soil (approximately 1 foot), followed by underlying old eolian deposits (Qoe). Based on prior paleontological investigations performed for the Crenshaw Transit Corridor Project and LAX Master Plan Final EIS/EIR, which include the Project area, sensitive paleontological resources were identified in the Project vicinity. While the renovation activities on Building A and Building B do not involve substantial earthwork, the construction of Building C would require excavations exceeding 1 foot during the foundation work. As a result, the Project has the potential to disturb unknown paleontological resources. The following Mitigation Measure PALEO-1 will be implemented such that in the event of any discovery of unknown paleontological resources during earthwork, impacts would be **less than significant**.

> **Mitigation Measure Paleo-1:** Prior to the issuance of any grading permits, the applicant shall retain a qualified paleontologist who meets the qualifications established by the Society of Vertebrate Paleontology (SVP) to develop a Worker Environmental Awareness Program (WEAP), which shall be in compliance with SVP guidelines. The paleontologist shall present the training to all construction staff to provide them with a basic understanding of the types of fossils that may be encountered and the laws protecting them, and the procedures to follow in the event the finds are encountered. In the event that paleontological resources are encountered during earth disturbance activities, all construction activities in the area of the find shall be temporarily halted and the paleontologist shall be notified to evaluate the find and determine the appropriate treatment in accordance with SVP guidelines for identification, evaluation, disclosure, avoidance, or recovery, and curation, as appropriate.
>
> *Timing/Implementation:* *Applicant to submit evidence of a contracted qualified paleontologist to the City prior to issuance of building*

permits. WEAP training shall be administered prior to the start of earthwork activities and shall be administered to any new construction workers involved in excavation efforts associated with the Project.

Monitoring/Enforcement: El Segundo Planning and Building Safety Department

8. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

The following analysis is based in part on the information contained in *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis* prepared by Vista Environmental dated December 21, 2020. This report, hereinafter referred to as the AQ-Energy-GHG Study, is included as **Appendix B** of this IS/MND.

Explanation of Checklist Responses

8.a) CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of non-significance for GHG emissions if a project complies with a program and/or other regulatory schemes to reduce GHG emissions. The City adopted the *City of El Segundo Climate Action Plan* (El Segundo CAP) in 2017 to help implement compliance with the City's GHG emissions reduction goals as well as State and federal regulations that include Assembly Bill (AB) 32 (Chapter 488, Statutes of 2006), Senate Bill (SB) 32 (Chapter 249, Statutes of 2016), and the 2017 Climate Change Scoping Plan Update GHG emission reduction goals. The El Segundo CAP was prepared in accordance with Section 15183.5(b) of the State CEQA Guidelines for qualified plans to support tiering for project level analyses, and states "Within the CEQA process, a qualified CAP framework offers the ability to streamline future CEQA greenhouse gas analyses by being able to tier off the climate action plan."

While quantification of the proposed Project's GHG emissions are not required to show consistency with the CAP, the Project's GHG emissions have been calculated with the CalEEMod model, for informational purposes. A summary of the results is shown below in **Table 8-1**.

Table 8-1. Project Related Greenhouse Gas Annual Emissions

	Greenhouse Gas Emissions (Metric Tons per Year)			
Category	**CO_2**	**CH_4**	**N_2O**	**CO_2e**
Area Sources[1]	0.04	<0.00	<0.00	0.04
Energy Usage[2]	2,238.14	0.09	0.02	2,246.58
Mobile Sources[3]	2,866.53	0.14	<0.00	2,870.15
Solid Waste[4]	31.15	1.84	<0.00	77.17
Water and Wastewater[5]	340.56	1.63	0.04	393.39
Construction[6]	52.44	<0.00	<0.00	52.55
Total GHG Emissions	**5,528.86**	**3.70**	**0.06**	**5,639.89**

Notes:
[1] Area sources consist of GHG emissions from consumer products, architectural coatings, and landscaping equipment.
[2] Energy usage consists of GHG emissions from electricity and natural gas usage.
[3] Mobile sources consist of GHG emissions from vehicles.
[4] Waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.
[5] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
[6] Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009.
Source: CalEEMod Version 2016.3.2.

The data provided in **Table** shows that the Project would generate 5,639.89 $MTCO2_e$ per year of GHGs, which includes the 30-year amortized construction emissions. It should be noted that **Table 8-1** is based on current emission rates from area sources, energy usage, solid waste, water and wastewater sources. State regulations, including SB 100 (Chapter 312, Statutes of 2018) that requires 100 percent of retail sales of electricity to be generated from zero-carbon emissions sources by 2045, along with other regulations aimed at GHG reduction from other sources, will result in further reducing these emissions sources. In addition, the transportation sources only incorporate previously adopted state regulations and do not account for recent state regulations, including the anticipated reductions from Executive Order N-79-20 that requires 100 percent of new passenger vehicles sold in California to be zero-emissions by 2035. The Project's consistency with the El Segundo CAP is provided in **Table 8-2,** below. In summary, proposed Project would not generate substantial levels of GHG emissions, either directly or indirectly, that may have a significant impact on the environment. Project impacts would be **less than significant** and no mitigation measure would be required.

8.b) The applicable plan for the Project would be the El Segundo CAP, which was developed in cooperation with the South Bay Cities Council of Governments, and serves as a guide for action by setting GHG emission reduction goals and establishing strategies and policies across various sectors to achieve desired outcomes into the future. The strategies are community-wide, and focus on lowering GHG emission s from a range of sources including transportation, land use, energy generation and consumption, water, and waste. The Project's consistency with applicable GHG emissions reduction strategies in the El Segundo CAP is provided in **Table 8-2**.

Table 8-2. Consistency with the El Segundo CAP

Sub-Strategies	**Project Consistency**
Goal LUT: A – Accelerate the Market for EV Vehicles	
LUT: A1 EV Parking Policies	**Not Applicable**. This Strategy requires the City to consider to allow reduction of parking spaces in exchange for EV or NEWV parking. The Project applicant is not requesting a reduction in parking spaces. Nevertheless, the Project is proposing 72 electric vehicle spaces.
LUT: A2.4 Adopt charging standards beyond CalGreen 2016 requirements.	**Does not conflict**. This action is applicable to the City to implement. However, the Project is required to meet CalGreen 2016 requirements for on-site electric vehicle charging infrastructure.

Sub-Strategies	Project Consistency
LUT: A2.5 Create policies that encourage facility owners to provide level 1 charging.	**Not Applicable**. This action is applicable to the City to implement. However, the Project will include designated EV parking.
Goal LUT: B – Encourage Ride-Sharing	
LUT: B1 Facilitate Private and Public Mobility Services (Ride-Hailing, Ride-Sharing, Car-Sharing, Bike-Sharing)	**Not Applicable**. This policy is only applicable to the City to work with private and public services to provide different types of mobility services for sharing.
LUT: B1.1 Facilitate bike-sharing.	**Does not conflict.** This policy is only applicable to the City to implement. However, the Project provides both short-term and long-term bike parking.
LUT: B1.2 Facilitate car-sharing.	**Does not conflict.** This policy is only applicable to the City to implement. However, the Project is over parked and the extra parking spaces could be used for a car-sharing use in the future.
LUT: B1.3 Facilitating ride-hailing and ride-sharing.	**Does not conflict**. This policy is only applicable to the City to implement. However, the Project is over parked and the extra parking spaces could be used for ride-hailing and ride-sharing uses in the future.
Goal LUT: D – Adopt Active Transportation Initiatives	
LUT: D1 Provide Traffic Calming Measures	**Consistent.** The Project meets the City's strategies to provide traffic calming measures with proposed increased landscaping along the Project frontage and encouraging pedestrian and bicycle uses.
LUT: D1.2 Use traffic calming measures on streets where feasible.	**Consistent.** The Project meets the City's requirements to provide traffic calming measures on the Project site with increased landscaping along the Project frontage and encouraging pedestrian and bicycle uses.
LUT: D2 Provide Pedestrian/Bicycle Networks Improvements	**Consistent.** The Project provides an on-site pedestrian and bicycle circulation system and associated amenities.
LUT: D3 Improve Design of Development.	**Consistent.** The Project improves design development by providing pedestrian and bicycle amenities and bicycle parking.
LUT: D3.2 Require bicycle parking through the Zoning Code or other implementation documents.	**Does not conflict**. This policy is only applicable to the City to implement. However, the Project does provide both short-term and long-term bicycle parking.
LUT: D3.3 Require new developments to provide pedestrian, bicycle, and transit amenities.	**Consistent.** The Project would provide pedestrian and bicycle amenities.
LUT: D3.5 Require commercial and multi-family residential projects to provide permanent bicycle parking facilities.	**Consistent.** The Project would provide permanent (long-term) bicycle parking locations.
LUT: D3.6 Provide short and long-term bicycle parking near key areas.	**Consistent.** The Project would provide both short and long-term bicycle parking on the Project site.
LUT: D3.12 Construct or improve pedestrian infrastructure around transit.	**Not Applicable**. This policy is only applicable to the City to implement. However, the Project would provide an on-site pedestrian circulation system.
Goal LUT: E – Parking Strategies	

Sub-Strategies	Project Consistency
LUT: E2.2 Encourage developers of new development to unbundle parking and eliminate the assignment of specific stalls.	**Consistent.** The Project parking structure would not assign specific stalls other than for electric and clean air vehicle spaces within the public parking areas.
Goal EE: D – Increase Energy Efficiency in New Commercial Developments	
EE: D Encourage or Require EE Standards Exceeding Title 24	**Consistent.** The Project will be designed to meet or exceed existing Title 24 requirements.
Goal EE: E – Increase Energy Efficiency through Increased Water Efficiency (WE)	
EE: E1 Promote or Require Water Efficiency Through SB X7-7.	**Not Applicable**. This policy is only applicable to the City to implement. However, the Project is required to meet California Green Building Standards Title 24 Part 11 related to water efficiency.
EE: E1.3 Require low-irrigation landscaping.	**Consistent.** The proposed project will provide low-water demand irrigation landscaping.
Goal EE: F – Decrease Energy Demand through Reducing Urban Heat Island Effect	
EE: F1 Promote Tree Planting for Shading and EE	**Consistent.** The Project provides a landscape plan with over 75 trees of varying species, including specimen size coast live oaks that will provide shading.
EE: F1.1 Encourage tree planting at plan check.	**Not Applicable**. This policy is only applicable to the City to implement. However, the proposed project does provide a landscape plan with a variety of new trees.
Goal EE: G – Participate in Education, Outreach and Planning for Energy Efficiency	
No Sub-Strategies provided for this Goal, which does not apply to developers of private commercial land uses.	
Goal EE: H – Increase Energy Efficiency in Municipal Buildings	
No Sub-Strategies provided for this Goal, which does not apply to private development projects.	
Goal EE: I – Increase Energy Efficiency in City Infrastructure	
No Sub-Strategies provided for this Goal, which does not apply to private development projects.	

Source: City of El Segundo Climate Action Plan, 2017.

As shown in Table 8-2, the proposed Project would generally be consistent with applicable strategies identified in the El Segundo CAP. Lastly, the proposed zone text amendment, which would exclude parking area from the FAR calculation, would not have any impact upon this issue area. Therefore, implementation of the Project would not impede attainment of the GHG reduction objectives in the CAP and would not result in cumulatively considerable environmental impacts associated with its GHG emissions. Project impacts would be **less than significant** and no mitigation measures are required.

9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☒	☐	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

Responses to the following questions include information from site investigations and assessments of prior land use activities regarding potential environmental contaminants in the Phase I and Phase II Environmental Site Assessments (ESAs) prepared by AEI Consultants, Partner Engineering and Science, Inc., and Ramboll Environ US Corp. The investigation reports are included in this Initial Study as **Appendix E**, and were conducted on all parcels comprising the Project site area. The Phase I ESAs were conducted to identify potential presence of recognized environmental conditions (RECs) or historical recognized environmental conditions (HRECs) through review of historical property information and regulatory files and databases, and conducting interviews with property representatives and site reconnaissance, in general conformance with ASTM Practice E127-13 Standard Practice for Environmental Site Assessments.

Explanation of Checklist Responses

9.a) The proposed Project would provide office building uses that would involve the use of equipment and materials that are standard in general office uses, parking uses, and for

landscaping. Small amounts of commercially available hazardous materials may be used for regular cleaning and maintenance activities which would neither require the storage, use, or disposal of substantial amounts of hazardous materials, nor generate significant quantities of hazardous waste. This usage would not require the storage, use, transport, or disposal of quantities of hazardous substances that would be subject to any special handling or permitting requirements. Therefore, this Project's normal operations would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts in this regard would be **less than significant** and no mitigation measures are required**.**

9.b) The Project site was developed for agricultural use from at least 1928, and then was left undeveloped from at least 1947 until 1953. The existing site improvements began with the construction of the building at 700 North Pacific Coast Highway (Building B) in 1955, followed by the construction of Building A at 650 North Pacific Coast Highway in 1962. Tenants in these buildings have included several aerospace companies, pharmaceutical companies, and a computer hardware manufacturer. Based on the age of the buildings, the prior uses, and proposed construction activities, the Project has the potential to result in accidental releases of hazardous substances, which are addressed in the following subsections.

1) Recognized Environmental Conditions (RECs):

The Phase I and Phase II investigations identified several RECs on the Project site:

Underground storage tanks (USTs) at 700 Pacific Coast Highway (Building B): Eight 1,000-gallon USTs were in operation from 1958 until 1985. The USTs were constructed of concrete and reportedly contained gasoline, sulfides, organic acids, copper, zinc, mineral oils, alcohols, and solvents associated with the manufacturing of lighter fluid and pharmaceuticals. The exact location of the USTs was not identified. However, according to historical sources, the USTs appear to have been likely located in the northeast portion of the property. A building permit for removal of the USTs was identified, dated May 21, 1982 to remove the tanks and fill and compact the void. Although the USTs were scheduled to be removed and backfilled with sand, based on the results of the previous Phase II (Ramboll 2016), where borings included concrete and asphalt, the concrete USTs may have been closed in place and/or remnants of the concrete remain.

As part of the Phase II (**Appendix E**), soil vapor sampling was performed in the suspected location of the former USTs (northeastern portion of the site). The soil vapor samples were collected at depths ranging from 10.5 to 12 feet below ground surface; as such shallow soil vapor conditions do not appear to have been assessed. Due to soil conditions, the ground penetrating radar (GPR) penetration was 3 feet or less, while the closed USTs may have been installed at greater depths that exceed 5 feet. Analytical results at the time of the Phase II revealed concentrations of constituents of concern (petroleum hydrocarbons, volatile organic compounds, metals) in soil and soil vapor below the environmental screening levels (ESLs)[15] in

[15] Environmental Screening Levels (ESLs) were developed by the San Francisco Bay Regional Water Quality Board (Water Board) to provide conservative screening levels for over 100 chemicals found at sites with contaminated soil and groundwater. They are intended to help expedite the identification and evaluation of potential environmental

effect at the time. However, because the ESLs have changed in California since 2016, soil vapor concentrations detected at the time of the previous sampling are now above the current 2019 commercial/ industrial ESLs for benzene and ethylbenzene. The detected concentrations of benzene and ethylbenzene above the current commercial/industrial ESLs represents a REC.

The samples were also evaluated for indoor air cancer risk for residential land use, based on USEPA Regional Screening Levels (RSLs) and Department of Toxic Control Substances (DTSC) modified screening levels (SLs) for total petroleum hydrocarbons and metals. None of the evaluated soil gas concentrations would result in a DTSC indoor air cancer risk greater than 1 x 10-6 for carcinogenic compounds

. Because the use of DTSC indoor air screening levels for residential land uses represents a conservative approach for the Project (as a nonresidential use), Ramboll concluded that the level of hazard from potential indoor soil gas concentrations was less than significant (**Appendix E**). The only compound detected in the soil samples that exceeded its respective USEPA RSL was arsenic, which was determined to be naturally occurring at the site due to the fact that the levels detected in soil samples were within the typical background ranges of naturally occurring arsenic in Southern California. (**Appendix E**)

Potential UST at 650 N Pacific Coast Highway (Building A): Hughes Aircraft Co SCG at the address 690 N Sepulveda Boulevard was listed in the Statewide Environmental Evaluation and Planning System (SWEEPS UST) database. The 690 N Sepulveda Boulevard has been historically associated with the building at 650 N Pacific Coast Highway (Building A), and as such, this listing may pertain to a UST associated with Building A. The underground storage tank listing was updated and maintained by the State Water Resources Control Board in the early 1990's. The listing is no longer updated or maintained. No information regarding the number of USTs, content, capacity or status is available in this database. This listing is also associated with a permit associated with the Los Angeles County Department of Public Works (LACDPW)(Facility Id: 010427-010342). AEI contacted the LACDPW for additional information regarding this UST listing, however, a response is pending. It is unclear if this UST listing is associated with the former USTs located at 700 N Sepulveda Boulevard. The lack of information on this UST is considered a data gap. The potential presence of a UST associated with the Building A and the lack of supporting documentation represents a REC. (**Appendix E**)

Concrete Clarifier at 700 Pacific Coast Highway (Building B): A concrete clarifier was operated from at least 1966 until at least 1985, and was used for the manufacturing of pharmaceuticals. Six samples of clarifier sludge submitted by Hughes Aircraft Space and Communications were analyzed on October 16, 1985 and were found to contain high levels (up to concentrations of up to 2,000 micrograms per liter (µg/L)) of tetrachloroethylene. AEI identified correspondence from the County of Los Angeles, Department of Public Works indicating that the clarifier was filled in place on October 29, 1985. Based on a review of historical permits, the clarifier was identified to be located in the "rear end of building - 700 N. Sepulveda". Based on

concerns at contaminated sites. ESLs address a range of media (soil, groundwater, soil gas, and indoor air) and a range of concerns (e.g., impacts to drinking water, vapor intrusion, and impacts to aquatic habitat).

the lack of more specific location identification, the lack of testing of the clarifier during prior investigations, and the levels of tetrachloroethylene identified in the clarifier sludge samples, the former clarifier was identified as a REC. (**Appendix E**)

Should construction occur in an area where a UST or clarifier was/is located or contaminated soils are found, this could result in an upset or accident condition, resulting in a release of hazardous materials. As described in the Project Geotechnical Report (**Appendix D**), groundwater is at a depth of approximately 121 feet below ground surface and is not expected to be encountered during construction activities. Impacts related to the previous USTs and clarifier are potentially significant. However, with implementation of Mitigation Measure HAZ-1 and HAZ-2, construction impacts associated with potential upset and accident conditions would be less than significant.

2) Lead-Based Paint (LBP) and Asbestos-Containing Materials (ACMs):

Due to the age of the existing buildings, there is a potential that LBP and ACMs are present. During the site reconnaissance performed during the Phase I ESAs (**Appendix E**), damaged painted surfaces were observed throughout the interior and exterior of Buildings A and B. The California Department of Public Health enforces lead laws and regulations related to the prevention of lead poisoning, accreditation and training for construction-related activities, lead exposure and screening, disclosures, and limitations on the amount of lead in products.

The Project would be required to comply with SCAQMD Rule 1403, Asbestos Emissions from Demolition/Renovation Activities, which addresses asbestos emissions from demolition and renovation activities and requires the safe handling of known or suspected ACM. The purpose of SCAQMD Rule 1403 is to specify work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of ACM. The requirements for demolition and renovation activities include asbestos surveying (in accordance with the EPA NESHAP 40 CFR Part 61); notification; ACM removal procedures and time schedules; ACM-handling and clean-up procedures; and storage, disposal, and landfilling requirements for asbestos-containing waste materials.

Demolition and disposal of these materials without proper abatement could cause an upset or accident condition. Proper identification, delineation, and abatement of potentially hazardous materials would prevent potential exposure of hazardous materials to the public or the environment during transportation and disposal of potentially contaminated media. Impacts related to LBP and ACM are potentially significant. With implementation of Mitigation Measure HAZ-2, construction impacts associated with potential upset and accident conditions would be less than significant.

3) Adjacent Properties:

The Project Phase I ESAs included review of adjacent properties, and identified that the Equinix Operating Center, located east of the Project site, contains three 12,000-gallon USTs, used for leaded and unleaded fuel. Then, Hughes Aircraft, located east of the Project site previously contained leaking underground storage tanks (LUSTs),

but this case is identified by the LUST database as closed. Several other adjacent properties have permits regarding structures or uses of environmental concern, but no current issues concerning the release of hazardous materials into the environment are noted on properties adjacent to the Project site.

4) Project Construction:

Construction activities may also include refueling and minor maintenance of construction equipment on-site, which could lead to minor fuel and oil spills. As described in checklist response 10.a, a variety of construction control measures would be incorporated, including preconstruction development controls, sedimentation, storm drain, and landscaping, and irrigation controls to prevent conditions that would release hazardous materials into the environment.

In summary, while the Project has the potential to result in accidental releases of hazardous substances due to the historically used USTs and clarifier associated with previous tenants, and the potential presence of LBP and ACM, with implementation of **Mitigation Measures HAZ-1** and **HAZ-2**, impacts would be **less than significant**.

Mitigation Measure HAZ-1: The applicant shall conduct additional investigation and potential remediation actions associated with the previous USTs and clarifier uses. As identified in the Phase I ESA (**Appendix E**), the following investigations will be conducted to identify and confirm the location of the eight 1,000-gallon USTs and clarifier at 700 Pacific Coast Highway and the potential UST at 650 Pacific Coast Highway (associated with 690 North Sepulveda Boulevard).

- Eight 1,000-gallon USTs at 700 Pacific Coast Highway: A geophysical survey and Phase II subsurface investigation shall be conducted to identify the location of the former USTs and to sample at the depth of the UST to determine the concentrations of constituents of concern (petroleum hydrocarbons, volatile organic compounds, and metals). In the event that the analyte concentrations exceed appropriate use standards, as designated by the El Segundo Fire Department (local Certified Unified Program Agency [CUPA]), the Project shall implement applicable protective measures in accordance with an approved remedial action plan, including: 1) installation of a soil vapor barrier adequate to protect against vapor transmission; 2) implement a soil-vapor extraction system; and/or 3) conduct remedial excavation activities. Based on information provided by the CUPA, if passive or active systems are utilized to prevent vapor migration, a Land Use Covenant would be required, and recorded, and an Operation and Maintenance (O&M) Plan would be developed for the systems.

- Clarifier at 700 Pacific Coast Highway: A geophysical survey and Phase II subsurface investigation shall be conducted to identify the location of the former clarifier and to sample adjacent soils to determine the extent, if any, of prior release of tetrachloroethylene. In the event that the analyte concentrations exceed appropriate use standards, as designated by the El Segundo Fire Department (local CUPA), the Project shall implement applicable protective measures in accordance with an approved remedial action plan, including: 1) installation of a soil vapor barrier adequate to

protect against vapor transmission; 2) implement a soil-vapor extraction system; and/or 3) conduct remedial excavation activities.

- Potential UST at 650 North Pacific Coast Highway: The applicant shall conduct review of pending agency records for the UST listed at 690 North Sepulveda Boulevard to determine whether a UST is located on the Project site. In the event the documentation indicates that a UST has the potential to be present, the applicant shall conduct a geophysical survey and Phase II subsurface investigation to identify the location of the former UST and to sample at the depth of the UST to determine whether any concentrations of constituents of concern (petroleum hydrocarbons, volatile organic compounds, and metals) are present in surround soils. In the event that the analyte concentrations exceed appropriate use standards, as designated by the El Segundo Fire Department (local CUPA), the Project shall implement applicable protective measures in accordance with an approved remedial action plan, including: 1) installation of a soil vapor barrier adequate to protect against vapor transmission; 2) implement a soil-vapor extraction system; and/or 3) conduct remedial excavation activities.

Timing/Implementation: *Applicant to provide evidence of the presence/absence of a UST at 650 N Pacific Coast Highway, and submit the results of the geophysical surveys and Phase II Investigations and incorporate applicable treatment procedures in the final design plans to the City prior to issuance of grading and/or building permits.*

Monitoring/Enforcement: *El Segundo Planning and Building Safety Department and El Segundo Fire Department (local CUPA)*

Mitigation Measure HAZ-2: Prior to commencement of renovation activities on Buildings A and B, a hazardous building materials survey shall be conducted on both buildings to identify asbestos, lead-based paint, and other potentially hazardous building materials (such as mercury thermometers, lighting and electrical appurtenances). Following results of the hazardous materials survey, renovation plans and contract specifications shall incorporate abatement procedures for the removal of materials containing asbestos and lead. All abatement work shall be done in accordance with federal, state, and local regulations, including those of the U.S. EPA, Occupational Safety and Health Administration, California Occupational Safety and Health Administration, and the SCAQMD.

Timing/Implementation: *Applicant to submit a Hazardous Building Materials Survey Report, provide proper notification to SCAQMD of demolition and abatement activities in accordance with SCAQMD Rule 1403 , and incorporate applicable abatement procedures in the final design plans to the City prior to issuance of building permits.*

Monitoring/Enforcement: *El Segundo Planning and Building Safety Department and El Segundo Fire Department (local CUPA)*

9.c) The nearest school is St. John's Lutheran Preschool, which is approximately 1,039 feet (0.2 mile) northwest of the Project location. As discussed above under 9.b, several RECs have been identified on the Project site that are associated with previous tenant uses of the property. Additionally, due to the age of the buildings there is the potential that LBP and ACMs are present. While these conditions are associated with the prior uses of the property, they may require clean-up and remediation efforts the during the Project construction period. The potential treatment efforts would be temporary and limited to the Project site premises and therefore the risk of release and exposure is remote. With implementation of proper handling practices associated with **Mitigation Measures HAZ-1 and HAZ-2**, any related impacts on nearby schools would be **less than significant**.

During operations, the indoor and outdoor activities associated with the proposed office use would not generate hazardous air emissions or handle hazardous or acutely hazardous materials, substances, or waste.

In summary, with implementation of **Mitigation Measures HAZ-1 and HAZ-2**, the proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts in this regard are **less than significant**.

9.d) The Phase I ESA (**Appendix E**) included a search of the DTSC EnviroStor database and a search of the State Water Resources Control Board (SWRCB) leaking underground storage tank database, and found 26 sites involving current or past site contamination and government agency oversight thereof within 1 mile of the Project site (**Appendix E**). The Project site is not recorded on either database; however, DTSC has maintained records of the previous disposal of multiple waste streams associated with previous building occupants.

The Project site is identified in the CA DTSC Envirostor database as a "historical" site and in the SEMS-ARCHIVE database as an archived site. These listings are not associated with a release case and do not identify the Project site has having a potential for a significant hazard to the public or the environment Instead, they pertain to questionnaires and assessments of the property to determine if waste streams generated at the property were considered a significant threat to the environment. As a result, the Project, including the proposed zoning text amendment, would result in **no impact**.

9.e) Los Angeles International Airport (LAX) is the closest public airport, located approximately 0.5 miles north of the Project site. In compliance with legislative requirements, the Los Angeles County Airport Land Use Commission (ALUC) prepared the Los Angeles County Airport Land Use Plan (ALUP), revised on December 1, 2004. The ALUP provides for the orderly expansion of Los Angeles County's public use airports and the areas surrounding them. It is also intended to provide for the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards. In formulating the ALUP, the Los Angeles County ALUC established provisions for safety, noise insulation, and the regulation of building height in areas adjacent to each of the county's public airports. The Project site is not located within the LAX noise contour or airport influence area, which the ALUP. Defines as an area where current or future airport-related noise, over flight, safety, and/or airspace protection factors may significant affect land uses or necessitate restrictions on those uses.

Further, the Project would comply with ALUP Policy S-7, which designates height restriction standards and procedures set forth in the Federal Aviation Regulations (FAR) Part 77, and establishes standards and notification requirements for objects affecting navigable airspace. Airspace obstructions include buildings, antennas, trees, and other structures. The Project proposes to renovate an existing eight-story building and construct a seven-story office building. While the new office Building C will have lower elevations than the existing Building A, based on the FAA notification requirement that applies to any new structure that breaks a 20:1 imaginary surface of up to 4,000 feet from the nearest runway the Project provide the required FAA notification at least 45 days prior to construction, in accordance with CFR Title 14 Part 77.19. In summary, the Project, including the proposed zoning text amendment, would result in ***no impact****.*

9.f) The El Segundo Standardized Emergency Management System (SEMS) Emergency Operations Plan (EOP) addresses the City's planned response to extraordinary emergency situations and incorporates the Emergency Operations Center (EOC), phone systems, and other infrastructure changes that occurred since the first edition of the plan was created. The objective of the EOP is to centralize coordination of all necessary personnel and facilities of the City into an organization capable of responding to any emergency. The EOP addresses the four fundamental elements of comprehensive emergency management: Mitigation; Preparedness; Response; and Recovery. The proposed Project would have no impact on the City's EOP.

During construction**,** Pacific Coast Highway would remain open and existing driveways entering and exiting the property would remain accessible to emergency vehicles. The Project would be required to obtain approval from the El Segundo Fire Department (ESFD) to verify that the Project complies with all applicable Fire Code requirements, which would ensure that adequate emergency vehicle access would be provided. During long-term operation, adequate access for emergency vehicles to connected roadways adjacent to the Project site would be available via the proposed driveways. Thus, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts in this regard are **less than significant.**

9.g) Since the previously developed Project site is located in a highly urbanized area where there are no wildlands, development of the proposed Project would not expose buildings or people to wildland fire hazards. Thus, **no impact** would occur.

10. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i) Result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site;	☐	☐	☐	☒
iii) 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; or	☐	☐	☒	☐
iv) Impede or redirect flood flows?	☐	☐	☐	☒
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Explanation of Checklist Responses

10.a, c) The Project site has been fully developed, including the existing Building A, Building B, and the paved parking lot. The Project includes the new construction of Building C, as well as a landscaped outdoor plaza area. The Project would be required to prepare a grading and drainage plan to allow for proper stormwater drainage, and the Project will include development techniques, such as use of landscaping vegetative cover and pervious ground cover, such as pea gravel and mulches to encourage infiltration and reduce runoff.

Section 402 of the federal Clean Water Act requires National Pollutant Discharge Elimination System (NPDES) permits for stormwater discharges from storm drain systems

to waters of the United States.[16] The City of El Segundo is a co-permittee of the Los Angeles County storm drain system permit or "municipal permit" (Order No. R4-2012-0175-A01; NPDES No. CAS004001), which was adopted November 8, 2012, and amended June 16, 2015, by the State Water Resources Control Board (WQ2015-0075).

The proposed Project would be subject to the requirements of the Municipal NPDES Permit and the City's Municipal Code, which incorporates by reference the County of Los Angeles Low Impact Development (LID) Ordinance (Ordinance Number 2013-0044).[17] The Municipal Code requires application of erosion and sedimentation control BMPs during construction for proper water quality management. Erosion control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. BMPs must be designed to prevent erosion and construction pollutants from entering the City's storm drain and receiving waters. As part of its normal project approval and construction oversight activities, the City of El Segundo monitors compliance with stormwater BMP requirements.

The Los Angeles County Municipal Permit also requires that stormwater pollution prevention plans (SWPPPs) be prepared for all construction projects with disturbed areas of 1 acre or greater. The statewide NPDES Construction General permit maintained by the State Water Resources Control Board also requires a SWPPP for construction projects that involve 1 or more acres of land disturbance. The SWPPP is required to outline the best management practices that would be incorporated during construction.[18] These BMPs would minimize construction-induced water pollutants by controlling erosion and sediment, establishing waste handling/disposal requirements, and providing non-stormwater management procedures.

Further, the Los Angeles Regional Water Quality Control Board (LARWQCB) prepares and maintains a basin plan which identifies narrative and numerical water quality objectives to protect all beneficial uses of the waters of that region. The basin plan strives to achieve the identified water quality objectives through implementation of Waste Discharge Requirements (WDRs) and by employing three strategies for addressing water quality issues: control of point source pollutants, control of nonpoint source pollutants, and remediation of existing contamination. The Project site is located in the Los Angeles region and is, therefore, covered under the Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan).

Point sources of pollutants are well-defined locations at which pollutants flow into water bodies (discharges from wastewater treatment plants and industrial sources, for example). These sources are controlled through regulatory systems including permitting under California's WDRs and the NPDES program; permits are issued by the appropriate RWQCB and may set discharge limitations or other discharge provisions. According to the Basin Plan, nonpoint sources of pollutants in runoff are typically caused by rain or irrigation and have been classified by the USEPA into one of the following categories:

[16] Storm drainage systems are described as Municipal Separate Storm Sewer Systems (MS4s) and include streets, gutters, conduits, natural or artificial drains, channels, and watercourses or other facilities that are owned, operated, maintained, or controlled by a permittee and used for purposes of collecting, storing, transporting, or disposing of stormwater.

[17] El Segundo Municipal Code, Title 5, Chapter 7, 5-7-8, Best Management Practices (BMPs) and Title 5, Chapter 4, Stormwater and Urban Runoff Pollution Control.

[18] El Segundo Municipal Code, Title 5, Chapter 4, 5-4-9, Construction Activity Stormwater Measures

agriculture, urban runoff, construction, hydromodification, resource extraction, silviculture, and land disposal. Runoff from the proposed Project would consist only of non-point sources, during construction and over the operating life of the fully developed site, as discussed below.

The Project could have both short- and long-term impacts on water quality. Short-term impacts would occur during the construction phase of the Project, when the pollutants of greatest concern are sediment, which may run off the Project site due to site grading or other site preparation activities, miscellaneous solid and liquid wastes that may not be properly collected and stored, and hydrocarbon or fossil fuel remnants from the construction equipment. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in surface runoff.

However as indicated above, the Project applicant would be subject to the requirements of the Municipal NPDES Permit and the City's Municipal Code. Specifically, construction runoff is regulated by the NPDES Construction General Permit, discussed above, which requires identification of a variety of water quality control BMPs to be specified on construction plans and implemented throughout construction. Such BMP requirements may include, but would not be limited to, containing stormwater runoff on-site during rain events, limiting grading during the wet season, covering slopes susceptible to erosion, and retaining non-stormwater runoff, such as runoff from vehicle washing, on site. Through these existing, mandatory regulatory compliance measures, potential water quality impacts during construction would be avoided or reduced to less than significant levels and would avoid conflicts with water quality standards established by the Regional Water Quality Control Board.

Long-term impacts would result from operation of the completed Project, with waste material dumped into storm drain inlets having the potential to adversely impact surface water and groundwater. Anticipated pollutants of concern likely generated by Project operation would be those related to commercial office uses. Building materials can potentially contribute to pollutants of concern for stormwater runoff through leaching. Building construction materials, roofing, and fencing materials may be sources of metals in stormwater runoff, especially due to acidic precipitation. Stormwater runoff from areas where refuse is stored or handled could inadvertently transport trash to storm drain inlets, channels, and/or receiving waters. Oil and grease buildup in parking areas, drive aisles, and driveways is a form of contaminant that could be captured in site runoff and flow into the City's storm drains. Landscaping practices could produce pollution through irrigation runoff and by allowing pollutants to enter the storm drainage system. Discharges from the Project site could thus produce polluted runoff that could enter the municipal storm drain system.

While the Project would generate stormwater runoff during Project operation, as described above, the proposed increased landscaping and infiltration design would reduce the volume of runoff compared with the existing Project site, since the existing site is fully developed with impervious surfaces and minimal landscaping. Further, the Project would be required to have a stormwater management system that is designed to comply with the City of El Segundo's LID requirements, which state that the first flush (resulting from the 85th percentile annual rainstorm) would need to be infiltrated in the soils via infiltration wells, captured in a cistern and treated for on-site re-use, or filtered through bio-retention planters and released. Therefore, the Project would not substantially alter the existing drainage pattern of the Project site.

Specifically, the Project would include three stormwater infiltration dry wells with one located between Buildings A and C, one located between Buildings B, and C, and one located on the northwest corner of the proposed parking structure. Additionally, the Project would include a 60-foot-long, 8-inch diameter stormwater storage pipe underneath the courtyard between Buildings A and C, and a 130-foot-long, 8-inch storage pipe under the western wide of the proposed parking structure. These stormwater storage pipes would allow stormwater to be collected and discharged at a controlled rate, so as to not overwhelm existing municipal storm drains located within Pacific Coast Highway.

The Project's operation would result in a negligible decrease in the amount of impermeable surfaces as compared with existing conditions due to the inclusion of the LID BMPs identified above and the increase in total landscaped area. Therefore, the volume of runoff would not adversely affect the capacity of the City's storm drainage system that receives the site's runoff. Further, the proposed volume control, treatment, and maintenance BMPs specified above would sufficiently minimize the potential water pollution impacts of site runoff. Although the proposed Project may result in some minor alteration of existing on-site drainage patterns, stormwater would continue to be directed toward Pacific Coast Highway, and the storm drain system that serves the current Project site would remain sufficient. Therefore, the proposed Project would not result in flooding, would not create runoff that would exceed the capacity of the storm drain system, and would not be a substantial additional source of polluted runoff.

The Project site is not located within a 100-year floodplain boundary, as identified by the Flood Insurance Rate Maps prepared by the Federal Emergency Management Agency (FEMA 2008). Since the project would not be located within a 100-year flood hazard area, development of the proposed Project would not expose people or structures to significant flood hazards and would not impede or redirect flood flows.

In short, implementation of the best management practices identified above would be sufficient to limit water pollution impacts in site runoff and ensure that the developed site would not result in polluted runoff which would violate applicable water quality standards. Further, as the existing drainage pattern of the Project site would not be substantially altered by the proposed development, the Project would not result in excessive sedimentation, redirected flood flows, or other impacts resulting from a change in drainage patterns. As such, Project impacts would be **less than significant** and no mitigation measure is required**.**

10.b) The Project site is located within the jurisdiction of the West Basin Municipal Water District (West Basin). West Basin purchases imported water from the Metropolitan Water District of Southern California and wholesales the imported water to cities and private companies in southwest Los Angeles County, including El Segundo. Water utility service to the Project site is provided by the El Segundo Public Works Department Water Division. According to the West Basin Municipal Water District's 2015 Urban Water Management Plan (UWMP), the estimated 2020 water supply consists of: 19 percent groundwater; 52 percent imported water; 12 percent recycled water; 17 percent water conservation savings; and less than 1 percent desalinated water.[19]

[19] West Basin Municipal Water District*, 2015 Urban Water Management Plan*.

The groundwater supply is extracted from the West Coast Groundwater Basin, which covers approximately 140 square miles and underlies much of the West Basin service area, including El Segundo. The average amount of water extracted from the groundwater basin is approximately 36,000 acre-feet per year. Because the basin is adjudicated (i.e., the amount to be extracted each year has been determined by a court decision), the rights to the amount of groundwater extracted each year remain virtually the same. The Water Replenishment District of Southern California (WRD) is responsible for maintaining and replenishing the basin. Natural replenishment of the basin's groundwater supply occurs through the underflow from the Central Groundwater Basin and limited local precipitation. Artificial replenishment of the basin, which is the responsibility of the WRD, occurs through a mix of imported and recycled water. Groundwater recharge through surface spreading occurs at the following locations: Montebello Forebay Spreading Grounds adjacent to Rio Hondo and the San Gabriel River, within the unlined portion of the San Gabriel River, and behind the Whittier Narrows Dam in the Whittier Narrows Reservoir.[20]

The Project would not install any groundwater wells and would connect to the existing municipal water system. In addition, there are no aquifer conditions or recharge features at the Project site or in the surrounding area that could be affected by excavation or development of the Project. Stormwater that percolates into the substrate in the Project area remains in the upper layers of soil. While the Project site is currently covered with impervious surfaces, the Project's addition of dry wells for stormwater capture would allow stormwater to percolate into the soil. Therefore, the Project would not impede percolation of stormwater into the underlying substrate and impacts would be **less than significant**.

10.d) According to the California Geological Survey Los Angeles County Tsunami Inundation Maps, the Project site is not located within a tsunami inundation area.[21] There are no bodies of water located on or near the Project site, therefore, inundation caused by a seiche would not occur. Thus, there would be **no impact.**

10.e) As discussed in the response to 10. a, the Project is designed to be consistent with the LA Basin Plan, Statewide NPDES General Construction Permit and Municipal Code/LA County LID Standards for water quality control, for both construction and site improvements. As mentioned above, the West Basin Municipal Water District's 2015 Urban Water Management Plan (UWMP) states that the estimated 2020 water supply consists of: 19 percent groundwater; 52 percent imported water; 12 percent recycled water; 17 percent water conservation savings; and less than 1 percent desalinated water.[22] The groundwater supply that serves El Segundo is extracted from the West Coast Groundwater Basin. The Water Replenishment District of Southern California (WRD) is responsible for maintaining and replenishing the basin. Natural replenishment of the basin's groundwater supply occurs through the underflow from the Central Groundwater Basin and limited local precipitation. Artificial replenishment of the basin, which is the responsibility of the WRD, occurs through a mix of imported and recycled water at the Montebello Forebay Spreading Grounds, within the unlined portion of the

[20] Water Replenishment District. 2020. *Regional Groundwater Monitoring Report: Water Year 2018-2019, Central and West Coast Basins, Los Angeles County, California*.
[21] California Emergency Management Agency, 2009. *Tsunami Inundation Map for Emergency Planning, Venice Quadrangle*.
[22] West Basin Municipal Water District. 2016. *2015 Urban Water Management Plan*.

San Gabriel River, and behind the Whittier Narrows Dam in the Whittier Narrows Reservoir.[23]

Because the Project would not affect any of the regional groundwater management measures noted above, and because it would not involve the use, disposal, or storage of hazardous chemicals that could impact groundwater quality, the proposed Project would have a **less than significant** impact on the WRD's groundwater management and replenishment activities.

[23] Water Replenishment District, 2020. *Regional Groundwater Monitoring Report: Water Year 2018-2019, Central and West Coast Basins, Los Angeles County, California*.

11. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

Explanation of Checklist Responses

11.a) The Project site is developed with existing office uses, and the proposed Project would continue this office use. The Project site is bordered by commercial and general office land uses, within a developed area of the City, with fully developed urban infrastructure systems in place, including major arterial and local streets, water, sewer, storm drainage, and energy distribution facilities. The nearest residence and community is located along East Palm Avenue, which is approximately 270 feet to the west across a major thoroughfare (refer to **Figure 3**). The Project site is not located within or directly adjacent to any residential areas, and all proposed improvements would occur within the limits of the Project site. Lastly, the proposed zone text amendment, which would exclude parking area from the FAR calculation, would not have any impact upon this issue area. Therefore, the Project would not physically divide an established community, and there would be **no impact**.

11.b) The City of El Segundo's General Plan and Zoning Ordinance govern the land use of the Project site and surroundings; there are no other governmental authorities with land use control over this project. Development of the proposed Project would not conflict with the any plans, policies, or regulations of the City that are intended to avoid or mitigate an environmental effect. No changes are proposed to the existing Corporate Office General Plan land use designation and Corporate Office zoning designation of the Project property. The proposed Project includes a request for a zone text amendment to amend the definition of Floor Area Ratio in the ESMC Section 15-1-6. Specifically, as the existing code requirements were intended to exempt parking from the definition of net floor area, the requirements do not currently include a design scenario where parking is fully integrated with a building. The zone text amendment requests an integrated parking structure within a new construction building be exempted, similar to other structural parking means, such as underground parking or exclusive parking structures. With this amendment's approval, the Project applicant would comply with the ESMC development standards. As such, the Project would have **no impact** involving a conflict with local or regional land use plans, policies, programs, or regulations.

12. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

Explanation of Checklist Responses

12.a) As described in the General Plan Conservation Element, the City has been associated with petroleum resource development dating back to its founding in 1911. The City is partially underlain by the El Segundo Oil Field, where over 14 million barrels of oil and condensate were produced locally between 1935 and 1992, but production has steadily declined since 1967. The Project site is not located within the El Segundo Oil Field, which is located on the south side of Mariposa Avenue, as delineated by the California Department of Conservation, Geologic Energy Management Division (CalGEM).[24] The nearest oil well to the Project site is located near the Homewood Studio Suites hotel on the south side of Mariposa Avenue; however, this well has been categorized as a dry well, and has been plugged and abandoned, as reported by the California Department of Conservation.[25] No other types of mineral resources are identified on or near the Project site in the City's General Plan. Lastly, the proposed zone text amendment, which would exclude parking area from the FAR calculation, would not have any impact upon this issue area. As a result, the Project would not 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. Thus, **no impact** would occur.

12.b) According to the City's General Plan, there are no designated Mineral Resources Zones in El Segundo. Further, the General Plan does not identify the Project site as an important mineral resource recovery site. Thus, **no impact** would occur.

[24] California Department of Conservation, 2020. *Well Finder CalGEM GIS online mapping portal.*
[25] California Department of Conservation, 2020. *Well Details, API: 03705175, Santa Fe B, Well #1.*

13. NOISE

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, exposure of people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

The following analysis is based on information contained in the *Noise Impact Analysis for the 650 PCH Project* prepared by Vista Environmental, dated December 24, 2020. This report, hereinafter referred to as the Noise Report, is included as **Appendix G** of this IS/MND.

Noise Fundamentals

Noise is generally defined as unwanted sound, and sound becomes unwanted when it interferes with normal activities or when it causes actual physical harm, including adverse effects on health. Sound pressure levels are used to measure the intensity of sound and are described in terms of decibels. The decibel (dB) is a logarithmic unit which expresses the ratio of the sound pressure level being measured to a standard reference level. A-weighted decibels (dBA) approximate the subjective response of the human ear to a broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear.

Noise Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level (Leq) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. The peak traffic hour Leq is the noise metric used by California Department of Transportation (Caltrans) for all traffic noise impact analyses.

The Day-Night Average Level (Ldn) is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time of day corrections require the addition of ten decibels to sound levels at night between 10:00 p.m. and 7:00 a.m. While the Community Noise Equivalent Level (CNEL) is similar to the Ldn, except that it has another addition of 4.77 decibels to sound levels during the evening hours between 7:00 p.m. and 10:00 p.m. These additions are made to the sound levels at these time periods because during the evening and nighttime hours, when compared to daytime hours, there is a decrease in the ambient noise levels, which creates an increased sensitivity to sounds. For this reason, the sound appears louder in the evening and nighttime hours and is weighted accordingly. The City of El

Segundo relies on the CNEL noise standard to assess transportation-related impacts on noise sensitive land uses.

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks, and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Mobile transportation sources, such as highways, and hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3.0 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance from the source. Noise generated by stationary sources typically attenuates at a rate of approximately 6.0 to 7.5 dBA per doubling of distance from the source (EPA 1971). Construction noise levels are assumed to average 6 dBA of attenuation per doubling of distance from the source (FHWA 1978).

Human response to sound is highly individualized. Annoyance is the most common issue regarding community noise. The percentage of people claiming to be annoyed by noise generally increases with the environmental sound level. However, many factors also influence people's response to noise. The factors can include the character of the noise, the variability of the sound level, the presence of tones or impulses, and the time of day of the occurrence. Additionally, non-acoustical factors, such as the person's opinion of the noise source, the ability to adapt to the noise, the attitude toward the source and those associated with it, and the predictability of the noise, all influence people's response. As such, response to noise varies widely from one person to another, and with any particular noise, individual responses would range from "not annoyed" to "highly annoyed."

El Segundo Municipal Code

Based on the federal and state guidelines, the City established land use standards for noise, which are set forth in ESMC Title 7, Chapter 2, Noise and Vibration. The relevant sections of the chapter are presented below.

Section 7-2-4, Noise Standards. This section establishes the standard for commercial and industrial property as 8 dBA above the ambient noise level. The standard for residential property is 5 dBA above the ambient noise level.

Section 7-2-10, Exemptions. As cited in this section, the following activities are exempt from the provisions of this chapter:

D. Construction Noise: Noise sources associated with or vibration created by construction, repair, or remodeling of any real property, provided said activities do not take place between the hours of six o'clock (6:00) P.M. and seven o'clock (7:00) A.M. Monday through Saturday, or at any time on Sunday or a Federal holiday, and provided the noise level created by such activities does not exceed the noise standard of sixty five (65) dBA plus the limits specified in subsection 7-2-4C of this Chapter as measured on the receptor residential property line and provided any vibration created does not endanger the public health, welfare and safety.

For construction noise, a "substantial" noise increase can be defined as interference with activities during the day and night. One indicator that construction noise could interfere with daytime activities would be speech interference.

Nearest Sensitive Receptor s and Existing Noise Conditions

The nearest sensitive receptors to the Project site are residents at the multi-family homes located as near as 270 feet west of Building A along East Palm Avenue, as well as approximately 270 feet west of Building B to the northwest along Indiana Court. To determine the existing noise levels, noise measurements have been taken in the vicinity of the Project site. The noise measurements were recorded between 12:29 p.m. on Tuesday, November 24, 2020 and 12:47 p.m. on Wednesday, November 25, 2020. It should be noted that the noise measurements were taken during the COVID-19 pandemic during stay-at-home orders; therefore, the measured baseline ambient noise levels are lower and hence more conservative than during normal conditions. The field survey noted that noise within the proposed Project area is generated primarily by vehicle traffic on Pacific Coast Highway, which is located adjacent to the west side of the Project site. The results of the noise level measurements are presented in **Table 13-1**. The measured sound pressure levels in dBA have been used to calculate the minimum and maximum L_{eq} averaged over 1-hour intervals. **Table 13-1** also shows the L_{eq}, L_{max}, and CNEL, based on the entire measurement time.

Table 13-1. Existing (Ambient) Noise Level Measurements

No.	Measurement Location Description	Average (dBA L_{eq})		1-hr Average (dBA L_{eq}/Time)		Average (dBA CNEL)
		Daytime [1]	Nighttime[2]	Minimum	Maximum	
1	Located northwest of project site, on the wall between IHOP and multi-family homes on Indiana Court, approximately 195 feet west of Pacific Coast Highway centerline.	64.1	57.9	53.9 3:08 a.m.	65.3 3:35 p.m.	66.9
2	Located west of Project site, on power pole located on southeast corner of 1637 E Palm Avenue, approximately 22 feet north of Palm Avenue centerline.	63.6	55.7	51.9 3:08 a.m.	67.3 8:44 a.m.	65.2
3	Located on light pole that is located approximately in center of Project site parking lot.	60.1	53.2	52.9 5:34 a.m.	62.2 7:48 a.m.	62.2

Notes:
[1] Daytime is defined as 7:00 a.m. to 10:00 p.m. (Section 7-2-8(A) of the Municipal Code)
[2] Nighttime defined as 10:00 p.m. to 7:00 a.m. (Section 7-2-8(A) of the Municipal Code)
Source: Noise Report, see **Appendix G**.

Explanation of Checklist Responses

13.a) The following sections evaluate the noise sources and levels associated with the temporary construction activities and long-term operations of the proposed Project and compares the noise levels to the City standards.

Short-Term Construction Impacts

The noise impacts from the Project construction have been analyzed through use of the FHWA's Roadway Construction Noise Model (RCNM). Construction activities are anticipated to include demolition and rough grading of the existing surface parking lot, grading and foundation construction, building renovation and construction, application of architectural coatings, and paving and site improvements. Noise

impacts from the Project construction activities would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities.

Section 7-2-10(D) of the City's Municipal Code exempts construction noise from the City noise standards provided that construction activities occur between 7:00 a.m. and 6:00 p.m., except Sundays and Federal holidays and such activities do not exceed 65 dBA at the nearby residential properties.

Construction noise impacts to the nearby sensitive receptors have been calculated with the results summarized below in Table .

Table 13-2. Construction Noise Levels at the Nearby Sensitive Receptors

	Construction Noise Level (dBA Leq) at:	
Construction Phase	**Homes to Northwest (Indiana Court)**	**Homes to West (East Palm Avenue)**
Demolition/Rough Grading	63	63
Grading/Foundation	63	63
Building Construction	62	63
Architectural Coating	54	54
Paving/Site Improvements	64	64
City Construction Noise Threshold[1]	**65**	**65**
Exceed Thresholds?	**No**	**No**

Source: Noise Report, see **Appendix G**.

Table 13-2 shows that greatest construction noise impacts would be as high as 64 dBA Leq during the paving and site improvements phase at the nearest homes to the northwest and west of the Project site. ll calculated construction noise levels shown in Table 13-2 are within the City's construction noise standard of 65 dBA. Therefore, through adherence to the limitation of allowable construction times provided in Section 7-2-10(D) of the Municipal Code, construction-related noise levels would not exceed any standards established in the General Plan or Noise Ordinance nor would construction activities create a substantial temporary increase in ambient noise levels from construction of the proposed project. Impacts would be **less than significant** and mitigation measures are not required.

Operational Noise Sources

Potential noise impacts associated with the operations of the proposed Project would be from Project-generated vehicular traffic on the nearby roadways and from on-site activities, which have been analyzed separately below.

Roadway Traffic Noise

Vehicle noise is a combination of the noise produced by the engine, exhaust and tires. The level of traffic noise depends on three primary factors (1) the volume of traffic, (2) the speed of traffic, and (3) the number of trucks in the flow of traffic. The proposed project does not propose any uses that would require a substantial number of truck trips

and the proposed project would not alter the speed limit on any existing roadway so the proposed project's potential off-site noise impacts have been focused on the noise impacts associated with the change of volume of traffic that would occur with development of the proposed project.

Since neither the General Plan nor the CEQA Guidelines define what constitutes a "substantial permanent increase to ambient noise levels," this impact analysis has utilized guidance from the Federal Transit Administration for a moderate impact that shows that the Project contribution to the noise environment can range between 0 and 7 dB, which is dependent on the existing noise levels, as shown in **Table 13-3**.

Table 13-3. FTA Project Effects on Cumulative Noise Exposure

Existing Noise Exposure (dBA Leq or Ldn)	Allowable Noise Impact Exposure dBA Leq or Ldn		
	Project Only	Combined	Noise Exposure Increase
45	51	52	+7
50	53	55	+5
55	55	58	+3
60	57	62	+2
65	60	66	+1
70	64	71	+1
75	65	75	0

Source: Noise Report, see **Appendix G**.

The potential off-site traffic noise impacts created by the on-going operations of the proposed project have been analyzed through utilization of the FHWA Traffic Noise Prediction Model - FHWA-RD-77-108 (FHWA Model). The proposed Project's potential off-site traffic noise impacts have been analyzed for the existing year and opening year 2023 conditions, which are discussed below.

Existing Year Conditions

The proposed Project's potential off-site roadway noise impacts have been calculated through a comparison of the existing scenario to the existing with Project scenario. The results of this comparison are shown in **Table 13-4**.

Table 13-4. Project Traffic Noise Contributions for Existing Year Conditions

Roadway	Segment	dBA CNEL at Nearest Receptor[1]			Increase Threshold[2]	Significant Impact?
		Existing	Existing Plus Project	Project Contribution		
PCH	North of Grand Avenue	60.3	60.3	0.0	+2 dBA	No
PCH	North of Mariposa Avenue	60.6	60.6	0.0	+2 dBA	No
PCH	North of Palm Avenue	64.2	64.3	0.1	+2 dBA	No
PCH	North of Maple Avenue	62.8	62.8	0.0	+2 dBA	No
Grand Avenue	West of PCH	67.1	67.1	0.0	+1 dBA	No

Notes:
[1] Calculated noise at the nearest residential does not take into account existing noise barriers.
[2] Increased Threshold obtained from the FTA's allowable noise impact exposures.
Source: FHWA Traffic Noise Prediction Model FHWA-RD-77-108.

Table 13-4 shows that for the existing conditions, the proposed Project's permanent noise increases to the nearby homes from the generation of additional vehicular traffic would not exceed the traffic noise increase thresholds detailed above. Therefore, the proposed Project would not result in a substantial permanent increase in ambient noise levels for the existing year conditions. Impacts would be **less than significant** and no mitigation measures are required.

Opening Year 2023 Conditions

The proposed Project's potential off-site roadway noise impacts have been calculated through a comparison of the opening year 2023 scenario to the opening year 2023 with Project scenario. The results of this comparison are shown in **Table 13-5**.

Table 13-5. Project Traffic Noise Contributions for Opening Year 2023 Conditions

		dBA CNEL at Nearest Receptor[1]				
Roadway	Segment	Year 2023	Year 2023 Plus Project	Project Contribution	Increase Threshold[2]	Significant Impact?
PCH	North of Grand Avenue	60.3	60.3	0.0	+2 dBA	No
PCH	North of Mariposa Avenue	60.6	60.6	0.0	+2 dBA	No
PCH	North of Palm Avenue	64.2	64.3	0.1	+2 dBA	No
PCH	North of Maple Avenue	62.8	62.8	0.0	+2 dBA	No
Grand Avenue	West of Pacific Coast Highway	67.1	67.1	0.0	+1 dBA	No

Notes:
[1] Calculated noise at the nearest residential use does not take into account existing noise barriers.
[2] Increased Threshold obtained from the FTA's allowable noise impact exposures.
Source: FHWA Traffic Noise Prediction Model FHWA-RD-77-108.

Table 13-5 shows that for the opening year 2023 conditions, the proposed Project's permanent noise increases to the nearby homes from the generation of additional vehicular traffic would not exceed the traffic noise increase thresholds detailed above. Therefore, the proposed Project would not result in a substantial permanent increase in ambient noise levels for the opening year 2023 conditions. Impacts would be **less than significant** and no mitigation measures are required.

On-site Noise Sources

Project operations may create an increase in on-site noise levels from noise impacts from rooftop mechanical equipment, parking lots, and delivery trucks. Section 7-2-4(A) of the City's Municipal Code limits the noise created on the Project site at the nearby residential properties to the ambient noise level plus 5 dBA and Section 7-2-4(B) of the City's Municipal Code limits the noise created on the Project site at the nearby commercial and industrial properties to the ambient noise level plus 8 dBA. As mentioned previously, the nearest sensitive receptors to the Project site are homes to

the north and northwest that are located as near as 270 feet from the Project site. Additionally, commercial uses to the south are adjacent to the Project site.

In order to determine the noise impacts from the operation of rooftop mechanical equipment, parking lots, and delivery trucks, reference noise measurements for each noise source are shown in **Table 13-6**, and the noise levels from each source were calculated through use of standard geometric spreading of noise from a point source with a drop-off rate of 6 dB for each doubling of the distance between the source and receiver.

Table 13.6 Operational Noise Levels at Nearby Land Uses

	Homes to Northwest		Homes to West		Commercial to South	
Noise Source	Distance - Source to Homes (feet)	Noise Level[1] (dBA Leq)	Distance - Source to Homes (feet)	Noise Level[1] (dBA Leq)	Distance - Source to Commercial (feet)	Noise Level[1] (dBA Leq)
Rooftop Equipment[2]	310	31	300	31	60	45
Parking Lot[3]	310	27	380	25	60	42
Truck Delivery[4]	480	31	380	33	60	49
Combined Noise Levels		**35**		**35**		**51**
City Noise Standard (day/night)		**69/63**		**69/61**		**68/61**
Exceed City Noise Standard?		**No/No**		**No/No**		**No/No**

Notes:
[1] The noise levels were calculated through use of standard geometric spreading of noise from a point source with a drop-off rate of 6 dB for each doubling of the distance between the source and receiver. Does not account for noise reduction features such as buildings and walls.
[2] Rooftop equipment is based on a reference noise measurement of 66.6 dBA at 10 feet.
[3] Parking lot is based on a reference noise measurement of 63.1 dBA at 5 feet.
[4] Truck delivery is based on a reference noise measurement of 54.8 dBA at 30 feet.
[5] City Noise Standard based on ambient noise level plus 5 dB at the residential uses and plus 8 dB for the commercial uses.

Table 13-6 shows that the proposed Project's on-site operational noise from the anticipated on-site noise sources would not exceed the applicable noise standards at the nearby residential and commercial uses. Therefore, operational on-site noise impacts would be **less than significant** and no mitigation measures are required.

13.b) Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The types of construction vibration impact include human annoyance and building/property damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not

particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between the vibration source and the receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment.

The following section analyzes the potential vibration impacts associated with the construction and operations of the proposed project.

Construction-Related Vibration Impacts

The Project construction activities are anticipated to include demolition and rough grading of the existing surface parking lot, grading and foundation construction, building renovation and construction, application of architectural coatings, and paving and site improvements. Vibration impacts from construction activities would typically be created from the operation of heavy off-road equipment. The nearest off-site structure where people may sit, which makes them much more susceptible to vibration, would be the commercial uses, located as near as 30 feet south of the Project site.

Section 7-2-9 of the City's Municipal Code restricts the creation of vibration which is perceptible without the use of instruments to any reasonable person on normal sensitivity. However, since neither the Municipal Code nor the General Plan provides a quantifiable vibration threshold level, Caltrans guidance has been utilized, which defines the threshold of perception from transient sources at 0.25 inch per second PPV.

The primary source of vibration during construction would be from the operation of a bulldozer, which was selected from the applicant's equipment list as the equipment generating the highest vibration levels. A large bulldozer would create a vibration level of 0.089 inch per second PPV at 25 feet. Based on typical propagation rates, the vibration level at the nearest adjacent structures (30 feet away) would be 0.11 inch per second PPV. The vibration level at the nearest off-site structure where people likely sit, would be below the 0.25 inch per second PPV threshold detailed above. Impacts would be **less than significant** and no mitigation measures are required.

Operations-Related Vibration Impacts

Operation of the Project is expected to require delivery trucks to the Project site, which are a known source of vibration. The nearest off-site structure where people may sit, which makes them much more susceptible to vibration, would be the commercial uses, located as near as 30 feet south of the Project site of the nearest on-site driveway.

Caltrans has performed extensive research on vibration levels created along freeways and State Routes and their vibration measurements of roads have not exceeded 0.08 inches per second PPV at 15 feet from the center of the nearest lane, with the worst-case combinations of heavy trucks. Based on typical propagation rates, the vibration level at the nearest commercial buildings (30 feet away) would by 0.037 inch per second PPV. Therefore, vibration created from operation of the proposed project would be within the 0.25 inch per second PPV threshold of detailed above. Impacts would be **less than significant** and no mitigation measures are required.

13.c) The proposed Project would not expose people residing or working in the Project area to excessive noise levels from aircraft. The nearest airport is Los Angeles International Airport that is located as near as 0.5 mile north of the Project site, however it should be noted that the Airport's runways run in a generally east-west direction and the Project site is located roughly perpendicular to the length of the Airport runways, so take-offs and landings do not occur over the Project site. As detailed in *3Q19 Los Angeles International Airport – California State Airport Noise Standards Quarterly Report*[26] the Project site is located outside of the 65 dBA CNEL noise contours of Los Angeles International Airport. Therefore, aircraft noise impacts would be **less than significant** and no mitigation measures are required.

[26] Los Angeles International Airport. 2019. *3Q19 Los Angeles International Airport – California State Airport Noise Standards Quarterly Report.*

14. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Explanation of Checklist Responses

14.a) As discussed in the responses to the Land Use and Planning thresholds in Section 11, the proposed Project is consistent with the City of El Segundo General Plan land use policies, which designate the Project site for office uses. No housing units would be developed as part of the Project, and no new or expanded urban infrastructure would be constructed that could foster increased development intensity on-site or at surrounding properties. Similar to other construction projects in the region, the Project construction workers would be expected to be drawn from the large, available regional labor force, who would commute to the Project site during the construction stages. The Project would provide an additional 67,380 square feet of office space. Based on the 2019 CDC Table 1004.5, which calculates the maximum total occupants for office use at a ratio of 1 person/150 square feet, the Project would provide office space for up to an additional 450 people.

Based on the Project vehicle miles traveled (VMT) of 21.8 miles, which represents the average distance each employee would travel in an automobile to the Project site, as analyzed in Section 17, Transportation, it is anticipated that the majority of workers employed at the Project would commute to, rather than relocate to the Project area, Additionally, the Project's close proximity to the Metro Station (approximately 0.4 mile to the east at Mariposa Avenue and Nash Street) would also facilitate commuters using public transit. Further, based on the State of California Employment Development Department Labor Force data, the unemployment rate in El Segundo was 12.3 percent in December 2020, which is 1.6 percentage points higher than the overall county unemployment rate of 10.7 percent (EDD 2021). Based on this data, it is also possible that the Project would provide employment opportunities to the local inhabitants in El Segundo in a variety of occupations, including maintaining or being employed at the offices in the Project.

To be conservative and assume that up to 5 percent, or approximately 23 of the additional future employees relocate to El Segundo, it is expected that based on the number of available or vacant housing units, which was 354 units in 2019 (U.S. Census 2019), the existing housing would sufficiently accommodate the estimated number of future employees who would relocate to El Segundo and require 6 percent of the vacant housing. This Project does not, therefore, represent unplanned growth. Lastly, the proposed zone text amendment, which would exclude parking area from the FAR

calculation, would not have any impact upon this issue area. Therefore, the Project would result in a **less than significant impact** to directly or indirectly induce unplanned population growth in the City.

14.b) There is no existing housing on the Project site, which is currently zoned and in-use for Commercial Office. Construction and renovation of the proposed buildings, therefore, would not displace any people or housing. Lastly, the proposed zone text amendment, which would exclude parking area from the FAR calculation, would not have any impact upon this issue area. Thus, the Project would not necessitate the construction of replacement housing elsewhere and there would be **no impact**.

15. PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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:	☐	☐	☒	☐
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☒	☐
iv) Parks?	☐	☐	☒	☐
v) Other public facilities?	☐	☐	☒	☐

Explanation of Checklist Responses

15.a.i) The El Segundo Fire Department (ESFD) provides fire protection and emergency medical services to the Project area. The ESFD maintains 14 firefighters on duty 24 hours a day, 7 days a week. The City is divided into two districts for fire response, with Pacific Coast Highway as the dividing line. Station 1 responds to calls west of Pacific Coast Highway and Station 2 responds east of Pacific Coast Highway. Depending on the nature of the emergency request, units may cross over into the other district and coordinate resources to assist in response activities.[27] The Project site is located within Station 2's fire response district. Station 2 is located at 2261 E. Mariposa Avenue, approximately 0.53 mile from the Project site, and includes one fire engine, one fire truck, and one paramedic unit. Station 1 (headquarters at the Civic Center Complex) is located at 314 Main Street, approximately 1.25 miles from the Project site.

The Project would result in increased square footage of commercial office space and an increase in the number of employees on the Project site as compared with current conditions; however, the Project would not create any new uses that could not be served by existing ESFD equipment and personnel. Additionally, the Project designs to renovate Building A and Building B and construct Building C would be required to comply with ESMC fire protection requirements to reduce fire hazards associated with the buildings. The ESFD has review and approval authority over building plans in subsequent phases of construction design to ensure adherence with fire department regulations and requirements. Additionally, ESMC Title 15, Chapter 27A, Section 15-27A-

[27] City of El Segundo, *Fire Department, Suppression Frequently Asked Questions*.

2, establishes the City's ability to impose development impact fees, which requires new development projects to pay their fair share of cost to offset a project's impact on public services, including fire suppression facilities, law enforcement facilities, and libraries. The amount of each impact fee is generally calculated based on the gross square footage of nonresidential development or other appropriate methodology which ensures that the fee is roughly proportional to the impacts of new development on public facilities. As such, the Project is not anticipated to affect fire protection demands to the extent that new or physically altered fire facilities would be required. Impacts on fire protection serves are anticipated to be **less than significant** and no mitigation measures are required.

15.a.ii) The El Segundo Police Department (ESPD) provides police protection in the City. The department's headquarters are located at 348 Main Street at the Civic Center Complex, approximately 1.25 miles west of the Project site. The City is divided into two geographic areas bisected by Pacific Coast Highway. The area west of Pacific Coast Highway is designated the West Command and the area east of Pacific Coast Highway is designated the East Command. The Project site is located within the East Command. The ESPD is staffed by a total of approximately 62 sworn officers, 20 administrative personnel, and volunteers.[28] The Project does not involve housing development or growth inducing effects, as discussed in Section 14, that would increase service population demands for law enforcement.

The Project would increase the number of employees on the Project site through the construction of a new, 7-level office building and renovation of existing office buildings. Because the Project site already contains office buildings, and the Project site is surrounded by commercial and industrial land uses, the Project would not create a unique land use that would result in new or expanded sources of crime. Further, the ESPD is involved in the City's review of new development plans and provides specific recommendations to improve safety and security and the ability to respond to law enforcement incidents through various project design features. Examples of such recommendations typically pertain to lighting; landscaping; monitoring and surveillance devices; address signs; doors and hardware; etc. Additionally, as mentioned above, the Project would be assessed development impact fees, which represent a project's fair share costs to the City for public services and facilities, including law enforcement. Thus, the Project is not expected to substantially affect police protection needs or service ratios and would not result in the need for new or physically altered police facilities. As such, impacts would be **less than significant** and no mitigation measures are required.

15.a.iii) The Project site is located within the El Segundo Unified School District boundaries, which provides kindergarten through twelfth grade public education services in El Segundo. The school district is ranked in the top 10 percent of the nation and maintains a 25:1 student to teacher ratio (Public School Review 2021). Based on the school district's Board of Education Goals for Our Future: 2020-2040 (El Segundo Unified School District 2020), the school district has not identified issues with capacity or inadequate facilities. The Project would renovate two existing commercial buildings and would construct a five-story office building with a 1,185-space parking structure. As such, the Project would result in the increase of the total number of employees by approximately 450 on the

[28] City of El Segundo. 2019. *Adopted Operating & Capital Improvement Budget, Fiscal Year 2019-2020.*

Project site as compared with current conditions. While most future employees are expected to commute, rather than relocate to El Segundo, based on a conservative assumption that 5 percent or 23 of the future employees would move to El Segundo, these future employees may have children who would attend school at the El Segundo Unified School District facilities. Based on the current school district status, it is expected that the schools may accommodate additional students from the 23 future employees. Further, the Project would be subjected to levied developer fees applicable to both new construction and reconstruction projects, pursuant to Education Code Section 17620, to support school facilities. Because there are no residential units associated with the Project and the Project would result in insignificant growth-inducing effects as mentioned in Section 14, the Project would not have a direct impact on school facilities. Lastly, the proposed zone text amendment, which would exclude parking area from the FAR calculation, would not have any impact upon this issue area. As such, the Project would result in a **less than significant impact** to public school facilities.

15.a.iv) As the Project does not involve residential development or other effects to increase housing growth, and the Project, with a conservatively assumed additional 23 employees who would relocate to El Segundo, would not significantly increase demands for park facilities. As such, the Project would not affect the City's parkland to population ratio, which is set forth at 5 acres per 1,000 population, based on the El Segundo General Plan Open Space and Recreation Element. The City maintains a park and recreation inventory totaling approximately 91 acres (LAWA 2019). Based on the U.S. Census population estimate of 16,610 inhabitants in 2019, the City's parkland to population ratio is 5.5 acres per 1,000 population, exceeds the General Plan parkland performance standard. Additional park users resulting from the estimated 23 relocated employees are expected to be accommodated without exceeding the 5 acres to1,000 population parkland to population ratio. While the Project would increase the number of employees on the site as compared with existing conditions, the proposed Project design also provides an enhanced outdoor plaza area for employee use. The plaza would be centrally located among Buildings A, B, and C, and would be designed with wood seating and landscaping, including over 75 trees of varying species, and a variety of native and climate-adapted shrubs and groundcovers. The plaza would provide employees with a means to spend time in a beautified outdoor setting with shading and seating amenities, and would be expected to decrease the demand that employees would have on neighborhood or regional parks. Lastly, the proposed zone text amendment, which would exclude parking area from the FAR calculation, would not have any impact upon this issue area. As a result, the Project would result in a **less than significant impact**.

15.a.v) The El Segundo Public Library located at 111 West Mariposa Avenue, approximately 1.2 miles west of the Project site provides library services to the City. Outdoor gathering places and public amenities, such as those provided by the Joslyn Center Senior Center and the George E. Gordon Clubhouse, are located approximately 1 mile southwest of the Project site. As stated above, the Project would not involve residential development or significant growth-inducing effects that have the potential to increase the demand for other public services, such as libraries and community centers, to the extent where new or physically altered facilities would be required. Lastly, the proposed zone text amendment, which would exclude parking area from the FAR calculation, would not have any impact upon this issue area. As such, the Project would result in a **less than significant impact** to other municipal facilities.

16. RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Explanation of Checklist Responses

16.a) The existing Project site, which has been occupied most recently by Boeing for over a decade and has been used for commercial office space since 1957 (for Building B) and 1962 (for Building A), does not provide recreational use. The nearest recreational facility is Washington Park, approximately 650 feet west of the Project site, along East Palm Avenue and Washington Street. This park is separated from the Project site by Pacific Coast Highway and commercial and residential uses. As stated above, construction of the new Building C and the updating of Buildings A and B would not involve residential development; thus, it would not generate a direct demand on recreational facilities. Further, the Project would provide employees of on-site office uses with outdoor seating areas and a plaza, thus decreasing the demand that employees would have on neighborhood or regional parks, such as Washington Park, during the day. As discussed in **15.a.iv**, while the majority of the Project users are expected to commute or be hired locally, this analysis assumes that 5 percent, or 23 of the additional future employees may relocate to the Project area. The current parkland to population ratio, which is considered the relevant performance standard concerning parkland, is 5.5 acres per 1,000 population, which exceeds the General Plan Open Space and Recreation parkland performance standard of 5 acres per 1,000 population. The additional park users resulting from the Project-related relocations would be expected to maintain the parkland to population ratio of 5 acres to 1,000 population. Lastly, the proposed zone text amendment, which would exclude parking area from the FAR calculation, would not have any impact upon this issue area. In summary, the Project would be expected to result in **less than significant** impacts in this regard.

16.b) As stated above, the Project is not anticipated to substantially increase the demand on municipal parks and recreation facilities in the City, thus requiring construction or expansion of recreational facilities. The Project itself would include a courtyard in between Buildings A, B, and C, which would be enhanced with decorative landscaping and multiple seating areas for use by employees on the site. Environmental impacts associated with the construction of the Project's outdoor gathering spaces are included in the Project analysis discussed in the other sections of this Initial Study. Therefore, there would be no additional impacts associated with constructing these outdoor recreation amenities beyond those already discussed in this Initial Study. Lastly, the proposed zone text amendment, which would exclude parking area from the FAR

calculation, would not have any impact upon this issue area. As such, the Project would result in **no impacts**.

17. TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☐	☒
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☒	☐	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

The discussion and analysis in this section are based on the traffic impact analysis (TIA) for the proposed Project prepared by Kimley-Horn (2020; see **Appendix H**).

17.a) The Project is proposed at an existing developed site in the urban portion of El Segundo along Pacific Coast Highway that is well-served by public transit systems. The Project site is located within in a High Quality Transit Area (HQTA),[29] approximately 0.3 mile from the Los Angeles County Metropolitan Transportation Authority (Metro) rail system Mariposa Station, near the intersection of Mariposa Avenue and Nash Street. Additionally, the Metro Bus Line 232 has a bus stop approximately 300 feet from the Project site along Pacific Coast Highway. (**Figure 2**, Project Location).

The Project would not conflict with a program or plan addressing the circulation system, which include the City of El Segundo General Plan Circulation Element (September 2004), the City's municipal code (ESMC), and the SCAG RTP/SCS. The City of El Segundo General Plan Circulation Element (September 2004) guides development to provide a safe, convenient, and efficient circulation system, while providing a means to respond to anticipated growth. SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in April 2016 and the 2020-2045 RTP/SCS in September 2020. The purpose of the RTP/SCS is to plan and balance the region's future mobility and housing needs with economic, environmental and public health goals.

The Project is consistent with the guiding principles and policies in the City's Circulation Element and SCAG RTP/SCS. The Project involves the renovation of existing buildings and proposes the construction of a new office building and enhanced outdoor courtyard area. The Project would modernize existing workplaces, provide additional

[29] SCAG defines a High Quality Transit Area (HQTA): Areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours. While HQTAs account for only three percent of total land area in SCAG region, they are planned and projected to accommodate 46 percent of the region's future household growth and 55 percent of the future employment growth.

areas of employment in close proximity to public transit systems, and encourage use of outdoor areas. The Project would also encourage pedestrian and bicycle access by providing pedestrian entrances and bicycle access along Pacific Coast Highway near other existing commercial businesses. The Project also includes development of new bicycle facilities, with 128 short-term and long-term bicycle parking spaces, in accordance with the ESMC requirements. The Project parking facilities could help serve parking needs for nearby business, and would include tandem, electric, and clean-air vehicle spaces to further encourage alternative transportation and rideshare programs.

In summary, the Project would not conflict with applicable programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Lastly, the proposed zone text amendment, which would exclude parking area from the FAR calculation, would not have any impact upon this issue area. There would be **no impact** in this regard.

While not required for CEQA analysis, the following provides the Project level of service findings for informational purposes only. Two intersections, N Pacific Coast Highway at El Segundo Boulevard and N Pacific Coast Highway at Imperial Highway, near the Project site currently operate at LOS F. Under existing plus project conditions, the two intersections would continue to operate at LOS F, and the northern driveway for the Project site would also operate at LOS F. Under the opening year (2023) cumulative base scenario, the intersections operating at LOS F are N Pacific Coast Highway at El Segundo Boulevard (no change in LOS), N Pacific Coast Highway at Grand Avenue, and North Pacific Coast Highway at Imperial Highway. Under opening year (2023) cumulative plus project conditions, the intersections operating at LOS F include those under the cumulative base scenario as well as the northern and southern driveways onto the Project site.

17.b) In January 2019, the Natural Resources Agency and the Governor's Office of Planning and Research (OPR) codified SB 743 (Chapter 386, Statutes of 2013) into the Public Resources Code (PRC) and the State CEQA Guidelines, Section 15064.3 to establish vehicles miles traveled (VMT) as the new transportation impact metric. VMT refers to the amount and distance of automobile travel attributable to a project. The City is in the process of developing SB 743 implementation guidelines at the time of this analysis. Therefore, the Project VMT Analysis (**Appendix H**) was prepared in accordance with the City's draft SB 743 Implementation Guidelines, which are based on OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR 2018).

The analysis of the Project VMT is conducted by calculating the Project VMT, meaning the distance the future occupant or employee at the Project would travel in an automobile to reach the Project site, and then comparing the Project VMT with a threshold. Based on the draft Implementation Guidelines, the threshold is established at 15 percent below the regional average VMT. In this case, the regional average VMT is established at 20.0 miles, which is based on the SCAG travel demand model developed as part of the 2016 SCAG RTP/SCS; therefore, the VMT threshold is calculated to be 15 percent of this average, or 17.0 miles.

Based on the Project characteristics utilized as the primary input in the VMT Calculator, the Project would generate an average Project Home-Based Work (HBW) (i.e., commute) per capita VMT of 21.8 miles per employee, without application of any transportation demand management (TDM) measures. Therefore, the VMT per

employee of 21.8 exceeds the regional average significance threshold of 17.0 (15 percent below 20.0) by 4.8 miles. In order to identify a measurable unit to apply mitigation, the VMT reduction of 4.8 miles was converted into the equivalent daily trips. By applying 22 percent of 1,115 total daily trips[30], 4.8 miles per employee is equivalent to 254 daily trips.

As a result, **Mitigation Measure TRANS-1** would be required to reduce the Project VMT under the regional average significance threshold. With implementation of Mitigation Measure TRANS-1, the Project's impact would be **less than significant.**

Mitigation Measure TRANS-1: The applicant shall prepare and implement a Project-specific TDM program that will reduce the Project's daily trips by 254. The TDM program shall consist of a list of approved strategies, guided by the California Air Pollution Control Officers Association (CAPCOA) recommendations to promote carpool, bicycling, walking, and transit in place of individual vehicle trips to and from the Project. These elements may change or be adjusted to adapt to changing commute trends and to maximize the efficiency and performance of the program. The following is a preliminary list of applicable strategies that provide feasible means to adequately reduce the Project VMT:

- Safe and Well-Lit Access to Transit: Enhance the route for people walking or bicycling to nearby transit stops, such as those located on Pacific Coast Highway and Mariposa Avenue. (Maximum reduction of 23 trips)

- Transit Subsidies: Provide subsidization of transit fare for employees of the project site. This strategy helps reduce single-occupancy vehicle trips by utilizing transit service already present in the project area. (Maximum reduction of 116 trips)

- Travel Behavior Change Program: Provide a web site that allows employees to research other modes of transportation for commuting. (Maximum reduction of 46 trips)

- Promotions & Marketing: Provide marketing and promotional tools to educate and inform travelers about site-specific transportation options and the effects of their travel choices with passive educational and promotional materials. (Maximum reduction of 46 trips)

- Commute Assistance Center: Provide a computer kiosk that allows employees to research other modes of transportation for commuting. (Maximum reduction of 46 trips)

- Preferential Carpool / Vanpool Parking Spaces: Provide reserved carpool/vanpool spaces closer to the building entrance. (Maximum reduction of 116 trips)

[30] The total daily trips is calculate dot be1,155 daily trips, based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition) trip rates for General Office Building (ITE Land Use 710).

- Passenger Loading Zones: Provide passenger loading zones for easy access to carpools or vanpools. (Maximum reduction of 58 trips)

- Bike Share: Implement bike share to allow people to have on-demand access to a bicycle, as-needed. (Maximum reduction of 3 trips)

- Bike Parking and Facilities: Include secure bike parking and showers to provide additional end-of-trip bicycle facilities to support safe and comfortable bicycle travel. Provide on-site bicycle repair tools and space to use them supports on-going use of bicycles for transportation. (Maximum reduction of 35 trips)

- Traffic Calming Improvements: Implement traffic calming measures throughout and around the perimeter of the Project site that encourage people to walk, bike, or take transit within the development and to the development from other locations. (Maximum reduction of 12 trips)

- Pedestrian Network Improvements: Implement pedestrian network improvements throughout and around the Project site that encourages people to walk (Maximum reduction of 23 trips)

- Parking Cash Out: Provide employees a choice of forgoing current parking for a cash payment to be determined by the employer. (Maximum reduction of 58 trips)

- Alternative Works Schedule: Implement Flextime, Compressed Work Week (CWW), and staggered shifts for employees. (Maximum reduction of 173 trips)

Timing/Implementation: *Applicant to provide a TDM Program to the City for review, with approval completed prior to Building Permit Final or issuance of the first certificate of occupancy. The success of the program will be monitored and the tenant commute patterns will be reviewed, with updates of adjustments and changes to be provided in an annual monitoring report, or the TDM shall include a mechanism to report to the City on the progress.*

Monitoring/Enforcement: *El Segundo Planning and Building Safety Department*

17.c) The Project property is an existing developed site, and the proposed Project layout does not include sharp curves or other geometric designs that would increase hazards, as shown on Figure 5, Project Site Layout. Vehicular access is provided by two driveways on Pacific Coast Highway and one driveway on Carl Jacobson Way, and as depicted on Figure 5, the circulation pattern provides adequate and safe ingress and egress. The Project would also be designed with safe and convenient pedestrian access from the buildings to the parking structure through the central courtyard. Additionally, Buildings A and B would be renovated to provide direct pedestrian access to the Pacific Coast Highway. The Project does not involve creating unsafe geometric design features such as sharp curves or dangerous intersections. Project impacts would be **less than significant.**

17.d) The proposed Project layout includes dedicated fire lanes that provide emergency access to the site, as shown on **Figure 5**, Project Conceptual Site Layout. A fire lane easement runs through adjacent properties both north and south of the Project site, which the applicant has partially redesigned to be in compliance with Fire Department purposes. As addressed above in 9.f, during construction and operations, the Project would not interfere with or close access along Pacific Coast Highway, and existing driveways entering and exiting the property would remain open to emergency vehicles. Thus, the Project's would not result in inadequate emergency access and impacts in this regard would be **less than significant.**

18. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place or object with cultural value to a California Native American tribe, and that is:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☐	☒	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Explanation of Checklist Responses

18.a As mentioned previously, the potential for resources eligible for listing on the California Register of Historical Resources to exist on the Project site was evaluated in the Project Cultural Resources Memorandum provided in **Appendix C**. The Project area was undeveloped until 1927, and then between 1928 and 1947, the land was used for agricultural purposes. No built features are occurred within the Project area until 1953 with the extant building at 737 Lairport Street (Carl Jacobson Way) (Building D). By 1964, both 650 and 700 North Pacific Coast Highway (Building A and Building B, respectively) were constructed. The site has been permanently altered for over 55 years and was previously graded to accommodate the existing structure foundations and parking uses. As evaluated in the Project Cultural Resources Memorandum, the Project site neither contains structures listed on the National Register of Historic Places or California Register of Historical Resources nor includes structures listed as a Los Angeles Historic–Cultural Monument. Building A and Building B were evaluated for inclusion in the California Register and recommended ineligible for listing under Criteria 1, 2, 3, and 4 both individually and as contributors to a historic district due to a lack of association with a historic context. Additionally, the resources were evaluated in accordance with Section 15064.5(a)(2)–(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code, and they do not qualify as historic resources for the purposes of CEQA. As such, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources. Impacts in this regard are **less than significant impact**.

18.b) One California Native American tribe, the Gabrieleño Band of Mission Indians–Kizh Nation, has notified the City of El Segundo with a request to be notified of pending projects that are being reviewed in accordance with the City's local CEQA implementation procedures. A formal notification regarding this Project proposal and

the City's environmental review process was sent to this tribal entity on October 1, 2020, and the Kizh Nation submitted correspondence requesting further consultation.

The City met with the Gabrieleño Band of Mission Indians – Kizh Nation (Gabrieleño) to identify tribal cultural resources and tribal cultural places in accordance with Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) on December 9, 2020. Mr. Andy Salas and Mr. Matthew Teutimez of the Kizh Nation noted that El Segundo and the Project site are located in a region with several surrounding Native American villages and trade routes. Each village covered large areas, with oftentimes overlapping areas between villages to allow shared use of natural resources. The trade routes were used by the Gabrieleño to move trade items, including salt, which was produced in the region, and the routes were also used for visiting family, going to ceremony, and accessing recreation and foraging areas. At times isolated burials may occur within and around the routes which are not associated with a village community burial site or ceremonial burial site, but where the person died. While the Project is not located within a mapped route, as a result of the prior use of the region, the potential cannot be precluded that buried tribal cultural resources or an isolated buried remain may be encountered during the Project's new Building C foundation earthwork activities.

As a result, the following **Mitigation Measure TCR-1** will be implemented such that in the event of any discovery of unknown tribal cultural resources during earthwork, impacts would be **less than significant**.

> **Mitigation Measure TCR-1:** Prior to the commencement of any grading-related ground disturbing activity having the potential to unearth native soils (i.e., non-engineered fill), the Project applicant shall retain a Native American Monitor that is culturally affiliated with the area to be present on-site during ground-disturbing activities in native soils. Monitoring shall be performed under the direction of a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983).
>
> If tribal cultural resources are encountered during ground-disturbing activities, work in the immediate area must halt and the find must be evaluated by the Qualified Archaeologist or the Tribal Monitor. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 100 feet and place an exclusion zone around the discovery location. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD). If resources are discovered that are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources.

Timing/Implementation: *Applicant to submit evidence of a contracted Native American Monitor to the City prior to issuance of building permits*

Monitoring/Enforcement: *El Segundo Planning and Building Safety Department*

19. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Explanation of Checklist Responses

19.a) The Project would involve renovation and minor alteration of two existing office buildings (Buildings A and B), as well as the construction of a 5-level office building with an integrated 7-level parking structure within portion of the Project site that is currently occupied by a surface parking lot. The result of the rehabilitation activities would be a net increase in 1,031 square feet in Building A, and net reduction of 4,572 square feet in Building B. The proposed construction of Building C would add approximately 70,921 square feet of office space to the Project site. Given the increase in intensity of office uses at the Project site, the Project would result in an increase in water demand, wastewater generation, and an increase in demand on other utilities, such as electricity, natural gas, and telecommunications. The Project site contains existing commercial office buildings that are currently served by these utilities.

Wastewater

Wastewater generated by the Project would be conveyed to the Sanitation Districts of Los Angeles County (the Sanitation Districts) Joint Water Pollution Control Plant (JWPCP), located at 24501 South Figueroa Street in Carson. The facility currently provides both primary and secondary treatment for approximately 400 million gallons of wastewater daily (mgd) and currently processes an average flow of 261.1 mgd. serving over 4.8 million residents, businesses, and industries. Before discharge, the treated wastewater is disinfected with hypochlorite and sent to the Pacific Ocean through a network of

outfalls. These outfalls extend 2 miles off the Palos Verdes Peninsula to a depth of 200 feet. The JWPCP must comply with its current National Pollutant Discharge Elimination System (NPDES) Permit, which regulates the plant's discharges. The Sanitation Districts issued the Project a Will Serve letter (Appendix I), confirming adequate capacity to serve the Project, based on an estimated generation of 37,880 gpd. Additionally, as part of the entitlement review, El Segundo Public Works Department has indicated no concerns with the Project impacting the overall sewer system from the property. The Project may potentially upgrade the onsite private sewer line conveying wastewater from the site to the connecting trunk line on Maple Avenue. . As such, the Project would not require any change in the treatment protocol for Project-generated wastewater. . Lastly, the proposed zone text amendment, which would exclude parking area from the FAR calculation, would not have any impact upon this issue area. Project impacts will be **less than significant**.

Storm Water Drainage

As discussed in Section 10, Hydrology and Water Quality, of this Initial Study, the existing storm drainage facilities, coupled with proposed improvements, including pervious pavers and on-site stormwater storage/infiltration basins would be adequate to accommodate Project runoff. No physical modifications to the existing municipal stormwater infrastructure in the Project vicinity would be required to handle the Project stormwater runoff. Further, short-term stormwater impacts, such as those resulting from construction activities and resulting sediment runoff from the Project site, would be regulated by the NPDES Construction General Permit. As discussed in Section 10, Hydrology and Water Quality, of this Initial Study, this permit requires identification of a variety of water quality control BMPs to be specified on construction plans and implemented throughout construction. Through compliance with existing, mandatory regulations regarding stormwater storage and treatment, potential water quality impacts during construction and operation would be avoided or reduced to less than significant levels and would avoid conflicts with water quality standards established by the Los Angeles Regional Water Quality Control Board. Thus, the Project would not require the construction or relocation of new or expanded stormwater facilities and would result in **no impact**.

Dry Utilities (Natural Gas, Electricity, Telecommunication)

Southern California Edison (SCE) and Southern California Gas Company (SoCalGas) provide electricity and natural gas services to the Project site, respectively. These electricity and natural gas providers service the existing commercial buildings on the Project site. As such, Project-related impacts would result from connection of existing natural gas and electricity service lines to the proposed Building C and parking structure, as well as outdoor lighting in the courtyard, common areas, and along pathways.

Regarding natural gas, no major upgrades to the delivery system are anticipated as a result of this Project because overall regional projections set forth by energy purveyors anticipate that energy demand will decline. As stated in the 2020 California Gas Report, prepared by the California Gas and Electric Utilities, natural gas usage by commercial uses in California is expected to decline at a rate of 1.7 percent per year from 2019 to

2035.[31] This is because of more efficient power plants, statewide efforts to minimize greenhouse gas emissions through demand-side reductions, more efficient building standards incorporated into the California Title 24 building code, and CPUC-authorized energy efficiency programs. Given such decline in natural gas demand, it is not anticipated that the Proposed Project would require any major reconstruction or relocation of off-site natural gas infrastructure. Should SoCal Gas determine that upgrades to existing natural gas infrastructure would be necessary, resulting from either the demand of the proposed project or cumulative demand increases, such off-site upgrade projects would be undertaken by SoCal Gas and would be subject to environmental review pursuant to CEQA.

Regarding electricity, the California Energy Commission (CEC) provides new forecasts for electricity demand every two years as part of the *Integrated Energy Policy Report* process. The most recent report was adopted in 2019 and states that energy demand is anticipated to increase over the next 10 years with the increase depending on economic and demographic growth, the rates of electrical rates, and how broadly energy efficiency programs are adopted. However, the CEC and individual electricity purveyors, such as SCE, review demand projections published in this report and plan for capacity improvements in their distribution systems, as necessary. Should SCE determine that upgrades to existing electrical energy infrastructure would be necessary, resulting from either the demand of the proposed Project or cumulative demand increases, such off-site upgrade projects would be undertaken by SCE and would be subject to environmental review pursuant to CEQA. Attempting to estimate what environmental impacts may result from such electrical utility infrastructure improvements without knowledge of when and where the improvements would take place would be speculative.

Telecommunication services are provided to the existing office buildings on the Project site by private companies. Upgrades to the existing telecommunication infrastructure on the Project site would involve connecting the proposed Building C to existing telecommunications connections within the Project site and in adjacent streets. Upgrades to existing telecommunication facilities and construction of new facilities to meet the demand of users are determined by telecommunication providers and is subject to its own environmental review. Any traffic disruptions associated with telecommunication utility activities within the travel lanes would be addressed through routine traffic control measures. Lastly, the proposed zone text amendment, which would exclude parking area from the FAR calculation, would not have any impact upon this issue area.

In summary, the Project would not result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities and impacts would be **less than significant**.

19.b) Water service is provided to the Project site by the City of El Segundo's Water Division, which is a partner of the West Basin Municipal Water District (WBMWD). The WBMWD provides wholesale potable water to 17 cities, serving approximately 900,000 people. According to the West Basin Municipal Water District's 2015 Urban Water Management Plan (UWMP), the 2020 water supply consists of: 19 percent groundwater; 52 percent

[31] California Gas and Electric Utilities. 2020. *2020 California Gas Report.*

imported water; 12 percent recycled water; 17 percent water conservation savings; and less than 1 percent desalinated water.[32] In compliance with legislative requirements, the UWMP details how West Basin manages its water supplies and demands under all hydrology conditions. The UWMP also demonstrates how West Basin proposes to meet its service area's retail demands over 25 years and provide long-term water reliability. According to the UWMP (**Table 3-1**), while the population within the WBMWD is anticipated to increase between 2020 and 2040, the overall baseline potable water demand in acre-feet per year is expected to decrease over this time period due to water efficiency measures implemented within the service area, as well as implementation of recycled water programs. The UWMP concluded that West Basin does not anticipate any shortages and will be able to provide reliable water supplies under both single dry year and multiple dry year conditions. No new water supply, storage, or distribution facilities are identified in the UWMP to address water demands in El Segundo. Under Water Code Section 10912, the Project is not subject to a water supply assessment since the Project does not meet the commercial office building criteria to: add more than 1,000 persons; or add more than 250,000 square feet of floor space. The City's Public Works Department has provided indication, and found the Project Will Serve letter acceptable that the existing water service infrastructure serving the Project site is sufficient to meet the Project's estimated net increase in water demand of 15,363 gallons per day (gpd) and of sustaining a minimum pressure of 50 pounds per square inch (psi). Therefore, while the Project would result in an increase in water consumption given the increase in commercial square footage on the Project site, the Project would not require the construction or relocation of new or expanded water facilities and impacts would be **less than significant** and no mitigation measures are required.

As discussed above, the West Basin Municipal Water District's 2015 UWMP concluded the City would be able to rely on the groundwater, imported water recycled water, water conservation savings and desalinated water supplies within the District. Specifically, the West Basin Municipal Water District states in the UWMP that it does not anticipate any shortages and will be able to provide reliable water supplies under both single dry year and multiple dry year conditions through 2040. Accordingly, there would be sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years. Therefore, impacts to water supplies would be **less than significant.**

19.c) As discussed above, the Sanitation Districts issued the Project a Will Serve letter (Appendix I), confirming adequate capacity to serve the Project, based on an estimated generation of 37,880 gpd. Additionally, as part of the entitlement review, El Segundo Public Works Department has indicated no concerns with the Project impacting the overall sewer system from the property. Therefore, impacts to wastewater treatment would be **less than significant**.

19.d, e) Once operational, solid waste generated by the Project would consist of typical waste from a commercial office building. Project-generated wastes would continue to be accepted by the same multiple refuse disposal facilities that currently receive El Segundo's municipal solid wastes. In 2019, El Segundo disposed of approximately 46,016 tons of solid waste, as reported to the California Department of Resources Recycling

[32] West Basin Municipal Water District. 2016. *2015 Urban Water Management Plan.*

and Recovery (CalRecycle 2020). Approximately 30 percent was taken to the El Sobrante Landfill, which has a cease operations date of January 1, 2051. Approximately 17 percent of this waste was taken to the Simi Valley Landfill & Recycling Center, which has a cease operations date of March 31, 2063. The proposed Project would result in a minor increase in solid waste as a result of the net increase in commercial office space. Specifically, with a net increase in 66,480 square feet, the Project would result in an increase of approximately 404 lbs per day.[33] Furthermore, as applicable, the Project would comply with Senate Bill 1018 (Chapter 39, Statutes of 2012), Mandatory Commercial Recycling, which requires a business that generates 4 cubic yards or more of commercial solid waste per week to arrange for recycling services. Because landfill capacity is closely monitored by the Los Angeles County Sanitation District, the landfills that serve the City of El Segundo would have sufficient remaining capacities to absorb the solid waste increase resulting from the Project.

It should also be noted that the City has completed a comprehensive Source Reduction and Recycling Element (SRRE) in compliance with Assembly Bill (AB) 939, which requires every city in California to reduce the waste it sends to landfills. As of 2006, El Segundo was recycling 84 percent of its solid waste, thereby complying with the standards established by AB 939, which required cities to reduce waste disposal at landfills by 50 percent by the year 2000.

In addition, the City and/or the Project would be required to comply with federal, State, and local management and reduction statutes and regulations related to solid waste to ensure that the solid waste stream diverted to landfills and recycling facilities is reduced in accordance with existing regulations. For example, the California Green Building Code requires that at least 50 percent of all nonhazardous construction wastes be recycled and/or salvaged, rather than transported to a landfill for disposal.

Finally, the Project would be required to comply with adopted programs and regulations pertaining to solid waste. Thus, participation in the City's recycling programs during construction and operation would ensure that the Project would not conflict with federal, state, and local statutes and regulations related to solid waste. Accordingly, the Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Therefore, impacts related to solid waste generation would be **less than significant**.

[33] California Department of Resources Recycling and Recovery, 2020. *Estimated Solid Waste Generation Rates.*

20. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Explanation of Checklist Responses

20.a) The Project site is not located within or adjacent to a Very High Fire Hazard Severity Zone (VHFHSZ), as designated by the California Department of Forestry and Fire Protection.[34] The nearest VHFHSZs to the Project site are isolated areas located north of the Project site (the Ballona Wetlands Ecological Reserve and the Inglewood Oil Field (located 3.5 miles and 5 miles north of the Project site, respectively). The closest large fire hazard area is the Palos Verdes Peninsula, located 8 miles south of the Project site. The Project property is situated in a fully urbanized area with an urban street network, fully pressurized water system, and managed landscaping limited to decorative trees and shrubs. As such, wildland fires would not occur on or near the Project site. Regardless, in the event of any disaster warranting evacuation, the emergency routes used would depend on a number of variables, including the type, scope, and location of the incident. It is the responsibility of emergency service and/or appropriate public officials to adequately assess the situation so that safe and efficient evacuation routes are selected. As the Project site is in a fully urbanized area with a major arterial street (i.e., Pacific Coast Highway) and a major highway (I-105) within close proximity, the proposed Project would not substantially impair an adopted emergency response plan or emergency evacuation plan, and **no impact** would occur.

20.b) As the Project site is not within or near a VHFHSZ, the proposed Project would not have the potential to expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors,

[34] California Department of Forestry and Fire Protection, 2020. *Fire Hazard Severity Zone Viewer*.

or exacerbate wildfire risks. As such, the Project would result in **no impact** that would exacerbate wildfire risks and expose occupants to pollutants released from a wildfire.

20.c) The proposed Project would not require the installation or maintenance of associated infrastructure in or near a state responsibility area or VHFHSZ that may exacerbate fire risk or result in temporary or ongoing impacts to the environment. As such, **no impact** would occur.

20.d) The Project site is within a relatively flat, urbanized area that is adjacent to existing commercial and industrial structures. The Project would not expose people or structures to significant risks in or near a state responsibility area or VHFHSZ, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. As such, **no impact** would occur.

21. MANDATORY FINDINGS OF SIGNIFICANCE

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

Explanation of Checklist Responses

21.a) As discussed in checklist responses 3.a–d and 13.a–c, the proposed Project would generate less than significant emissions of criteria air pollutants and less than significant noise levels during the demolition, renovation, and construction phases and over the operating life of the office campus. With adherence to regulatory requirements, air quality and noise impacts would not be significant and would not result in a degradation of the quality of the urbanized environment in which the Project is proposed. The existing Project site has been fully developed, and there are no sensitive biological resources on or near the Project site, and as discussed in checklist responses 4.a–f, the Project would have no impact on fish or wildlife populations, nor would it eliminate any habitat or biological resources that could reduce the number or range of rare or endangered species. In addition, as discussed in checklist responses 5.a–c, no local, state, or federally designated examples of major periods in California history or prehistory have been identified on the site or in the vicinity. Lastly, the proposed zone text amendment, which would exclude parking area from the FAR calculation, would not have any impact upon this issue area. The Project would have a **less than significant impact** and the Project would not result in a mandatory finding of significance in this regard.

21.b) A significant cumulative impact may occur if a project, in conjunction with related projects, would result in impacts that are less than significant when viewed individually but would be cumulatively significant when viewed together. In addition to this Project, there are currently 17 other development projects (refer to Appendix J, Cumulative Projects List) in various areas of El Segundo that have been proposed and approved

but have not been completed. These consist of nine projects currently in construction and eight with pending entitlements. These other projects include a range of land uses types and intensities, including other office buildings, a total of 278 residential units, a golf pro shop and driving range, office/warehouse/retail uses, a computer data center, and several expansions of existing office and industrial uses. The nearest project is a pending entitlement for a zone change and General Plan Amendment to multi-family residential uses for 15 dwelling units located approximately 1,000 feet southwest of the Project site, However, when considering the proposed Project in combination with other past, present, and reasonably foreseeable future projects in the vicinity of the Project site, the proposed Project does not result in environmental impacts that would incrementally contribute to a significant cumulatively impact. As detailed in the preceding checklist responses, the proposed Project would not result in any significant and unmitigable impacts in any environmental categories. The Project would be consistent with regional plans and programs that address environmental factors such as air quality, energy, greenhouse gases, hydrology and water quality, transportation, utilities, and other applicable regulators that have been adopted by public agencies. Additionally, in many cases, including aesthetics, agriculture, biological resources, cultural resources, geology, hazards, hydrology, land use, population and housing, public services, mineral resources, noise, recreation, tribal cultural resources, and wildfire, the impacts associated with the Project are either localized to the Project site or are of such a negligible degree that they would not result in a considerable contribution to any significant cumulative impacts. In the case of population and housing, a conservative assumption that 5 percent or 23 of the new employees may relocate to the Project area was analyzed, which concluded that adequate housing is available in the Project area. Further, when considered with the cumulative project scenario, which includes the addition of 278 residential units, the additional new housing from current and future projects would further ameliorate any effects in Project housing. Lastly, the proposed zone text amendment, which would exclude parking area from the FAR calculation, would not have any impact upon this issue area. As such, cumulative impacts would be **less than significant (not cumulatively considerable)** and the Project would not result in a mandatory finding of significance in this regard.

21.c) As discussed in checklist responses 3.a–d and 13.a–c, the proposed Project would generate less than significant emissions of criteria air pollutants and TACs, and less than significant noise levels during the demolition, renovation, and construction phases and over the operating life of the office campus. With adherence to regulatory requirements for air quality and noise, these impacts would not cause substantial adverse effects on humans. As discussed in checklist responses 9.a–b, based on the environmental site assessments conducted on the Project site, mitigation measures HAZ-1 and HAZ-2 would manage, potentially remediate, and protect against prior environmental contamination from past land use activities, such that the proposed office building uses would not result in significant hazards associated with the storage, use, transport, or disposal of hazardous materials or wastes. Lastly, the proposed zone text amendment, which would exclude parking area from the FAR calculation, would not have any impact upon this issue area. As a result, the Project, including the proposed zoning code amendment, would have a **less than significant impact** and the Project would not result in a mandatory finding of significance in this regard.

Figures

11/4/2020 JN H:\pdata\180711\GIS\MXD\Figure 1 Regional Vicinity.mxd

Michael Baker INTERNATIONAL

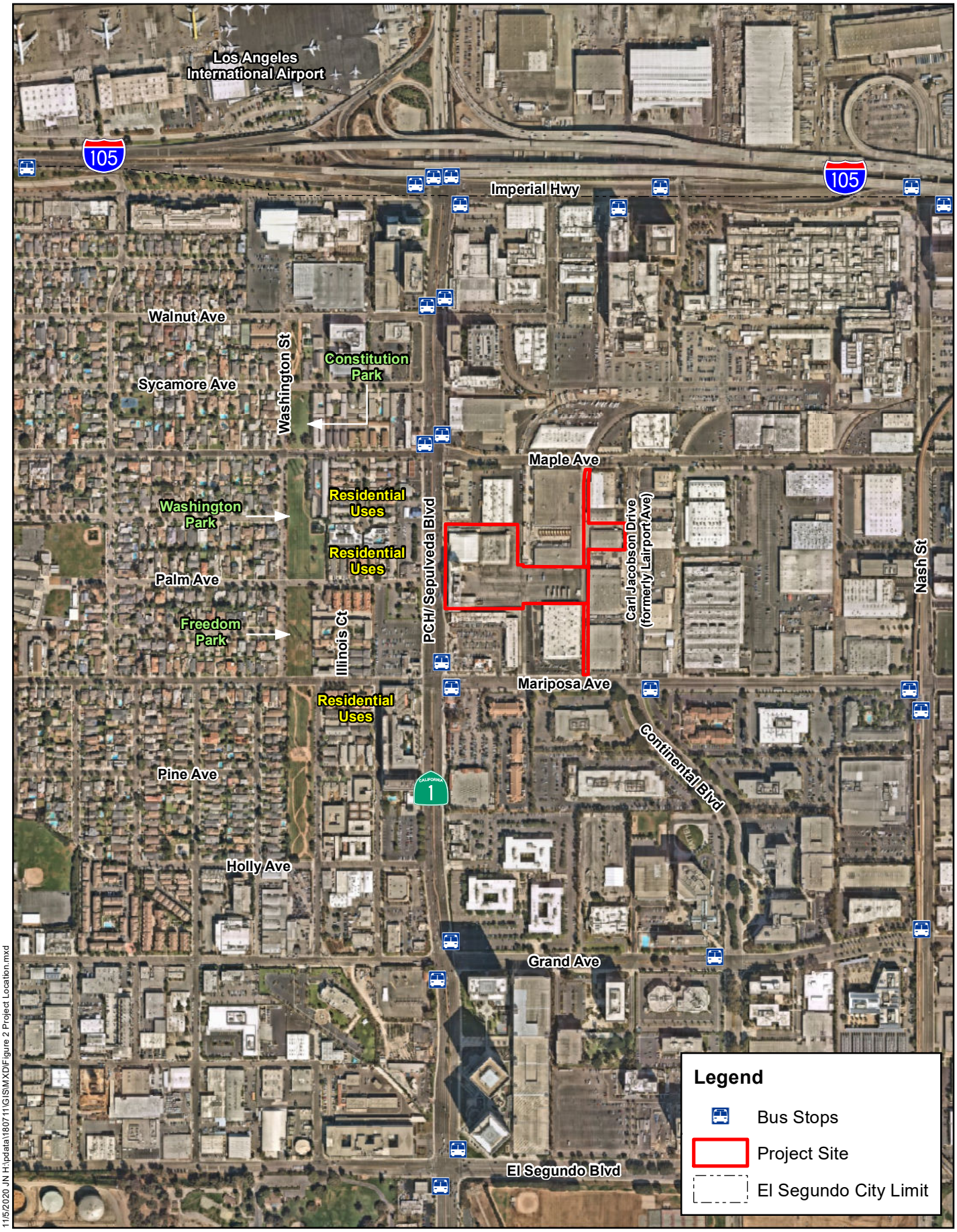
0 0.5 1 2 Miles

Source: ESRI World Street Map Service; Los Angeles County GIS

650 NORTH PACIFIC COAST HIGHWAY PROJECT

Project Regional Location

Figure 1



11/5/2020 JN H:\pdata\180711\GIS\MXD\Figure 2 Project Location.mxd

Michael Baker INTERNATIONAL

0 350 700 Feet

Source: Los Angeles County GIS; LA Metro; Nearmap Map Service

650 NORTH PACIFIC COAST HIGHWAY PROJECT

Project Vicinity

Figure 2

11/9/2020 JN H:\pdata\180711\GIS\MXD\Figure 3 Project Site.mxd

Michael Baker INTERNATIONAL

0 175 350 Feet

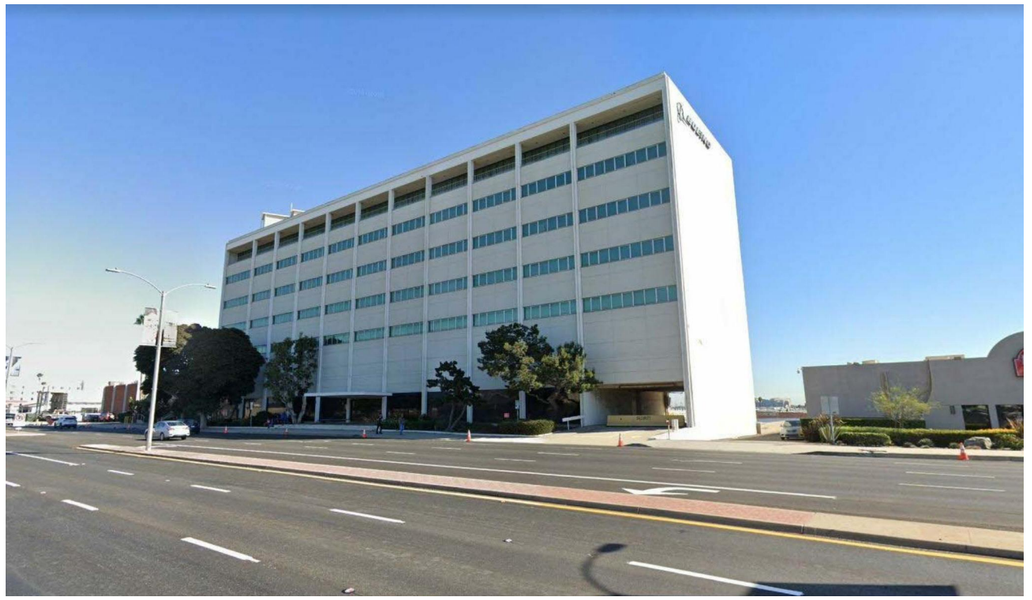
Source: Los Angeles County GIS; LA Metro; Nearmap Map Service

650 NORTH PACIFIC COAST HIGHWAY PROJECT

Project Site

Figure 3

Aerial view of the Project site area facing northwest, showing existing and adjacent warehouse and commercial uses.



View facing northeast, showing Building A frontage along PCH.

View facing southeast showing Building B and Building A frontage along PCH.

View facing west from the future Building C location showing the east sides of Building A and Building B.

11/6/2020 JN H:\pdata\186071\GIS\MXD\Figure XX Template 11x17L.mxd

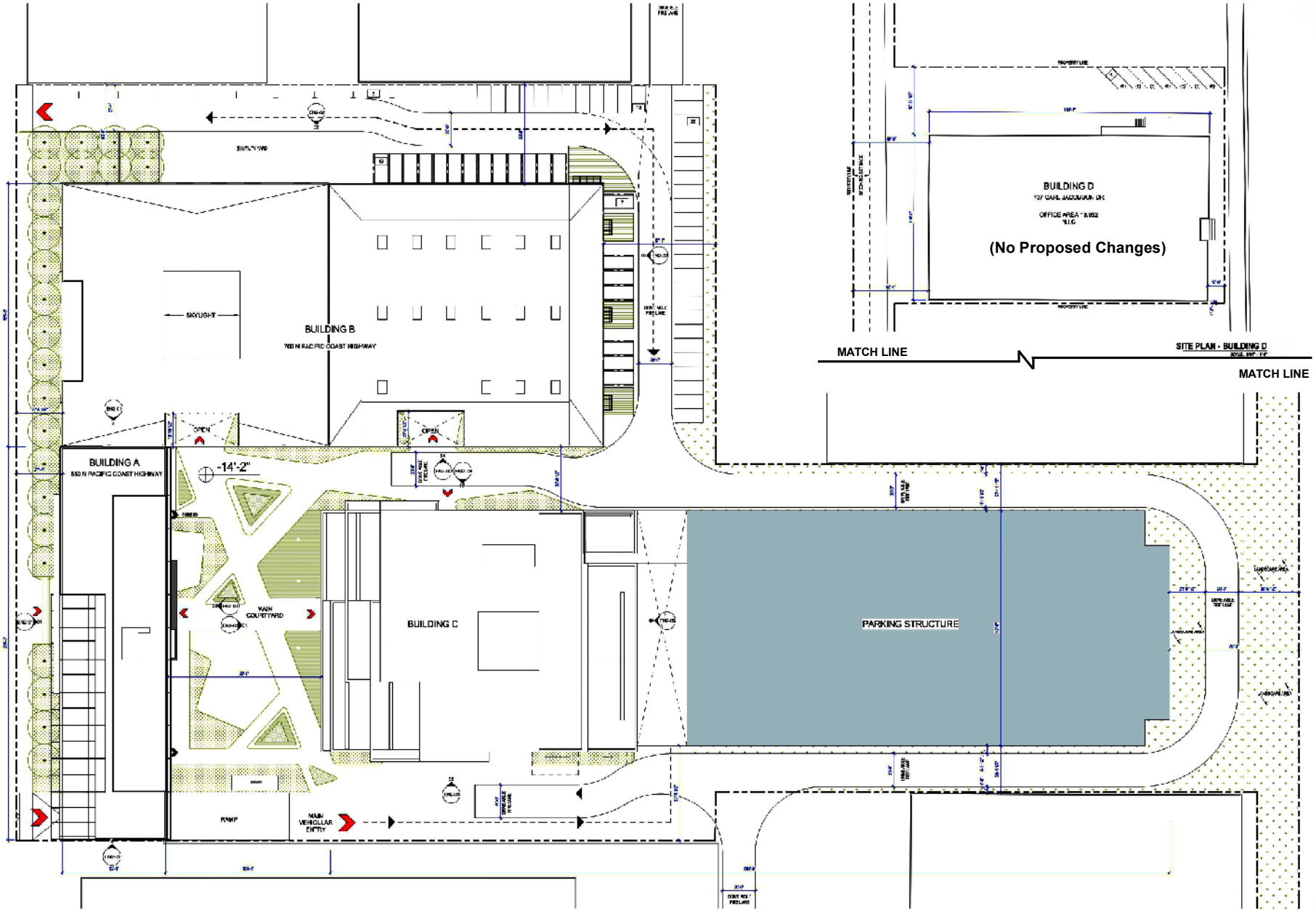
Michael Baker INTERNATIONAL

Source:Shubin Donaldson Architects (07/20)

650 NORTH PACIFIC COAST HIGHWAY PROJECT

Site Plan Use

Figure 4



1/27/2021 JN H:\pdata\180711\GIS\MXD\Figure 5 Project Conceptual Site Layout.mxd

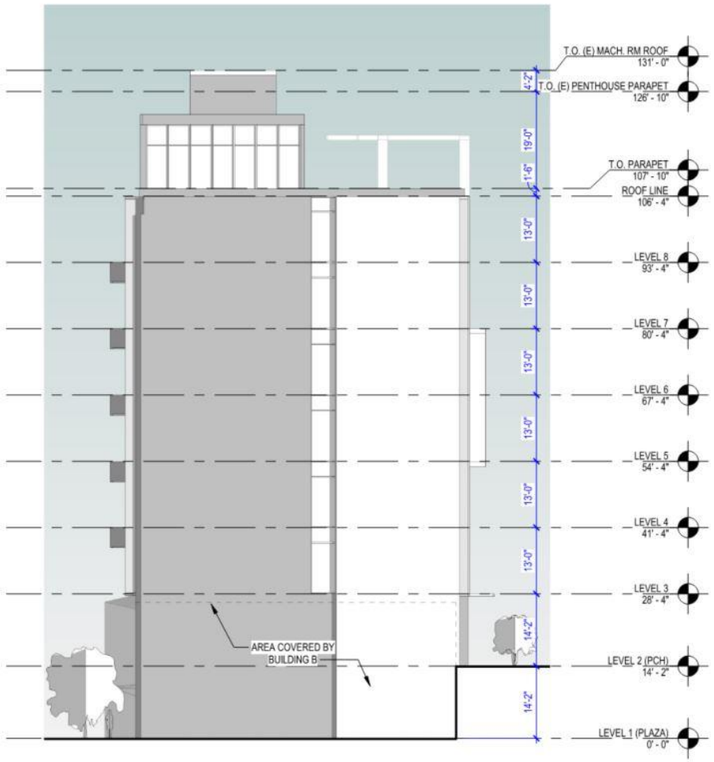
Michael Baker INTERNATIONAL

Source: Shubin Doladson Architects (July 2020)

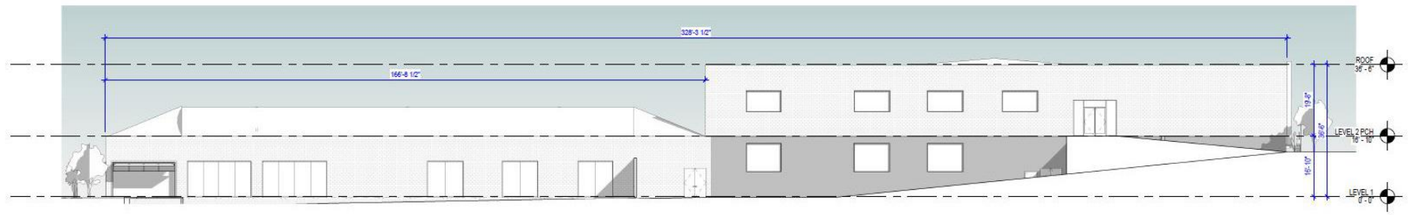
650 NORTH PACIFIC COAST HIGHWAY PROJECT

Project Conceptual Site Layout

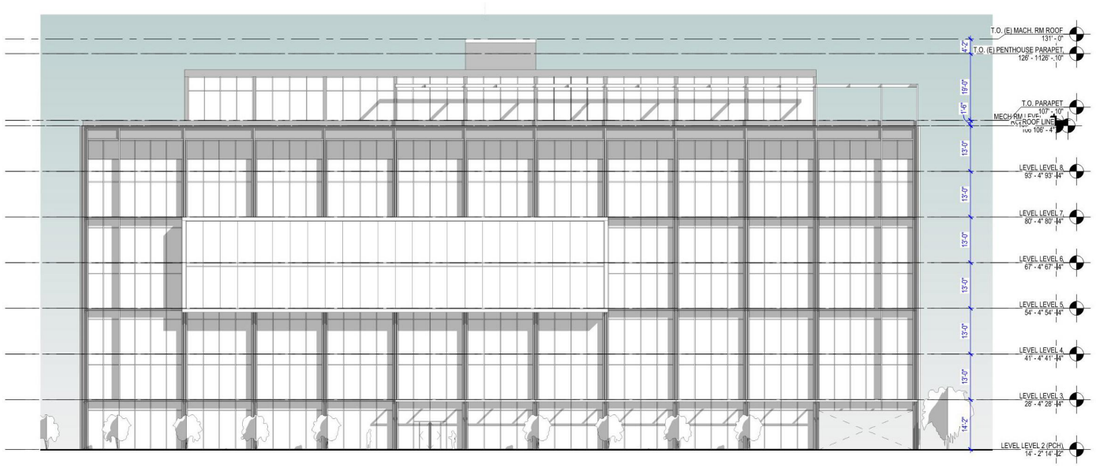
Figure 5



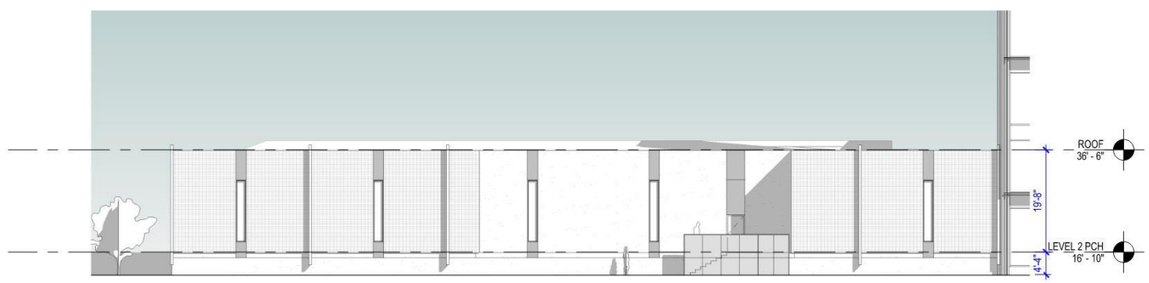
View towards Building A from the north, showing elevation and profile.



View towards Building B from the north, showing elevation and profile.



View towards Building A from the west, showing elevation and profile.



View towards Building B from the west, showing elevation and profile.

11/9/2020 JN H:\pdata\160711\GIS\MXD\Figure XX Template 11x17L.mxd

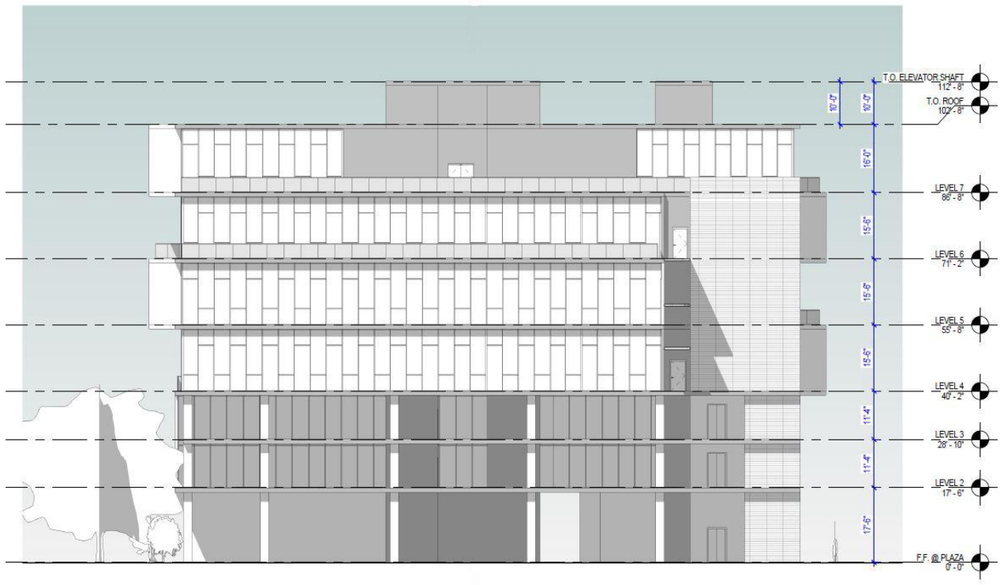
Michael Baker INTERNATIONAL

Source: Shubin Donaldson Architects (07/20)

650 NORTH PACIFIC COAST HIGHWAY PROJECT

Building A and Building B (Renovations) Elevations

Figure 6a



View towards Building C from the east, showing elevation and profile.

View towards Building C from the south, showing elevation and profile.

View towards Building C from the west, showing elevation and profile.

View towards Building C from the north, showing elevation and profile.

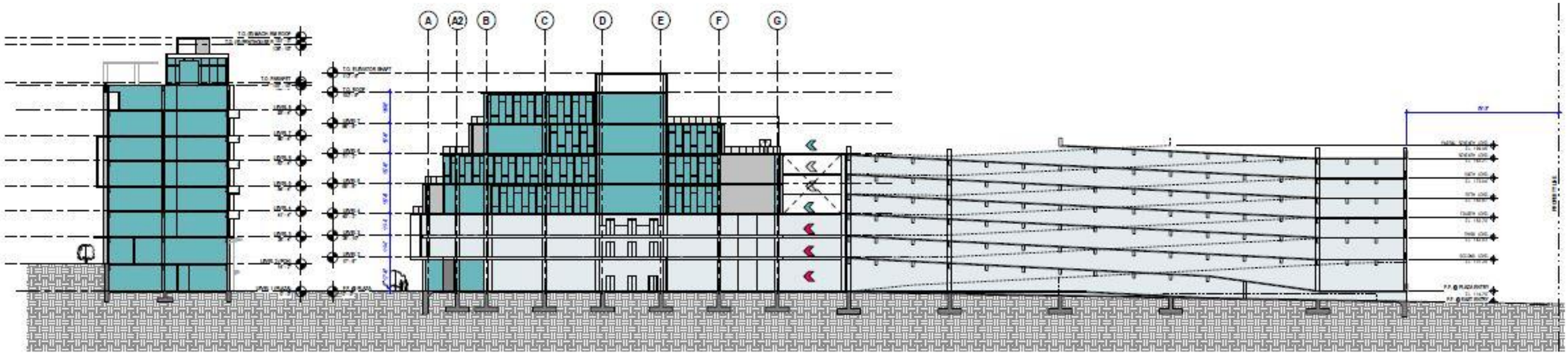
Michael Baker INTERNATIONAL

Source: Shubin Donaldson Architects (07/20)

650 NORTH PACIFIC COAST HIGHWAY PROJECT

Building C (New Construction) Elevations

Figure 6b



11/12/2020 JN H:\pdata\186711\GIS\MXD\Figure XX Template 11x17L.mxd

650 NORTH PACIFIC COAST HIGHWAY PROJECT

Building A and Building C Cross-Sections (View North)

Source: Shubin Donaldson Architects (07/20)

Figure 6c

Forward facing view of Building A frontage along Pacific Coast Highway/Highway 1/Sepulveda Boulevard showing the proposed improvements.

View facing northwest, showing the east side of Building A, western extent of Building C (new), and the main courtyard.

Traveling south on PCH, showing the northwest views of Building A and Building B.

View facing southwest from the northwest corner of Building C, showing the east side of Building A, and the main courtyard.

11/12/2020 JN: H:\pdata\180711\GIS\MXD\Figure XX Template 11x17L.mxd

Michael Baker INTERNATIONAL

Source: Shubin Donaldson Architects (07/20)

650 NORTH PACIFIC COAST HIGHWAY PROJECT

Project Renderings, Buildings A, B, and C

Figure 7a

Looking north from PCH

Looking north from PCH

Looking north from PCH

Looking north from PCH

11/12/2020 JN H:\data\180711\GIS\MXD\Figure XX Template 11x17L.mxd

Michael Baker INTERNATIONAL

Source:

650 NORTH PACIFIC COAST HIGHWAY PROJECT

Project Renderings, Buildings A and C

Figure 7b

11/11/2020 JN H:\pdata\180711\GIS\MXD\Figure XX Template 85x11L.mxd

Michael Baker INTERNATIONAL

Source: Shubin Donaldson Architects (07/20)

650 NORTH PACIFIC COAST HIGHWAY PROJECT

Project Landscaping

Figure 8