

# **Proposed Beach Cities Media Campus Project Final Environmental Impact Report State Clearinghouse No.: 2017121035**

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# I. INTRODUCTION

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Pursuant to the California Environmental Quality Act (“CEQA”), the potential environmental effects of the Proposed Beach Cities Media Campus Project (the “Project”) have been analyzed in a Draft Environmental Impact Report (“Draft EIR”) (SCH No. 2017121035), dated March 2019. This document contains the Final Environmental Impact Report (“Final EIR”), as prepared by the Lead Agency, which is the City of El Segundo Planning Division.

Section 15132 of the State CEQA Guidelines lists the contents of the Final EIR:

- a) The Draft EIR or a revision of the Draft EIR.
- b) Comments and recommendations received on the Draft EIR either verbatim or in summary.
- c) A list of persons, organizations, and public agencies commenting on the Draft EIR.
- d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.
- e) Any other information added by the Lead Agency.

One purpose of the Final EIR is to respond to all comments received by the Lead Agency regarding the environmental information and analyses contained in the Draft EIR. Additionally, any clarifications/corrections to the text, tables, figures, and appendices of the Draft EIR generated either from responses to comments, or independently by the Lead Agency, are stated in the Final EIR in Section III.

The Responses to Comments (Section II in this Final EIR) include copies of all letters received during and after the close of the Draft EIR public review period, as described further below, as well as the responses to all comments received on environmental issues.

Section 15097 of the State CEQA Guidelines states that the Lead Agency shall adopt a program for monitoring or reporting on the revisions that it has required for the project and the measures it has imposed to mitigate or avoid significant environmental effects. Section IV, Mitigation Monitoring and Reporting Program (“MMRP”), describes the mitigation program to be implemented by the Lead Agency.

## 1. CEQA PROCESS AND PUBLIC REVIEW OF THE DRAFT EIR

The City of El Segundo initiated the City’s CEQA review process for the Project through the issuance of a Notice of Preparation (“NOP”) as required by CEQA Guidelines Section 15082. The NOP for the Project EIR was prepared by the City, and distributed to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties on December 8, 2017. The NOP was also distributed to owners and occupants of properties located within 500 feet of the Project Site. The NOP solicited comments from responsible and trustee agencies, as well as interested parties, on the scope of the EIR. The NOP was circulated for a 30-day scoping period that ended on January 6, 2018. A public scoping meeting was held on December 18, 2017.

Upon completion of the Draft EIR, notice of the public review period was given in accordance with Section 15087 of the State CEQA Guidelines. On March 1, 2019, a Notice of Availability (“NOA”) of the Draft EIR, was prepared and distributed to the State Office of Planning and Research, the Los Angeles County Clerk, responsible and trustee agencies, organizations, interested parties, and all parties who requested access to a copy of the Draft EIR in accordance with CEQA. The NOA was also distributed to owners and occupants of properties located within 500 feet of the Project Site.

The NOA was distributed to the mailing list and email list prepared for the Notice of Preparation (“NOP”) for the scoping stage of the Project before issuance of the Draft EIR, and was augmented to include individuals requested to be added to the list, as well as individuals who had provided comments on the NOP. The NOA and Draft EIR were posted on the Lead Agency’s website for viewing and downloading at:

<https://www.elsegundo.org/depts/planningsafety/planning/>

Printed copies of the Draft EIR were made available for public viewing at the following locations:

- City of El Segundo - Planning and Building Safety Department, 350 Main Street, El Segundo, CA 90245
- El Segundo Public Library, 111 West Mariposa Avenue, El Segundo, CA 90245

In summary, the Lead Agency conducted all required noticing and scoping for the Project in accordance with the requirements of Section 15083 of the State CEQA Guidelines, and conducted the public review for the Draft EIR in compliance with the requirements of Section 15087 of the State CEQA Guidelines.

During the comment period, comments on the Draft EIR were received by the Lead Agency. The Lead Agency has reviewed all comments, and has determined that no substantial new environmental issues have been raised and that all issues raised in the comments have been adequately addressed in the Draft EIR and/or in the Responses to Comments; Mitigation Monitoring and Reporting Program; and Revisions, Clarifications, and Corrections on the Draft EIR.

The Draft EIR concludes that based on the analysis in Section IV (Environmental Impact Analysis) of the Draft EIR, implementation of the Project would result in significant unavoidable environmental impacts relative to:

- Population, Housing, and Employment (City and regional population and housing demands), and
- Transportation, Traffic and Parking (seven peak hour impacts at five intersections at buildout) and cumulative construction traffic).

The Final EIR for the Project, dated April 2019, consists of the following documents:

- Draft EIR and Technical Appendices dated March 2019,
- Responses to Comments, Mitigation Monitoring and Reporting Program; and Revisions, Clarifications, and Corrections on the Draft EIR, which includes:
  - A list of all persons, organizations, and public agencies that commented as well as the verbatim comments received on the Draft EIR; and
  - Responses to written comments on the Draft EIR.

This document includes the State Clearinghouse letter that documents compliance with CEQA review requirements; comment letters as provided by persons, organizations, and public agencies; and the Lead Agency's responses to all comments.

### **Next Procedural Steps**

The City of El Segundo is required to consider and certify a Final EIR only if it exercises its discretion to approve the Project in the future. The Final EIR, and related documents will be filed, along with the City staff's recommendations related to the Project, for consideration by the City of El Segundo Planning Commission on a future Planning Commission agenda. Consideration of recommendations relating to the Project will be publicly noticed as required by state law.

Members of the public can view searchable agendas for scheduled Planning Commission meetings and access agenda-related City information and services directly on the following website: <https://www.elsegundo.org/depts/planningsafety/agendas.asp>. This site has an email notification service enrollment process for copies of future Planning Commission agendas. The Final EIR document will be posted for viewing and download with the previously posted Draft EIR prior to the City's consideration of the Final EIR and Project recommendations on the same website noted above for the posting of the Draft EIR: <https://www.elsegundo.org/depts/planningsafety/planning/>. Printed copies of the Final EIR will be provided for public viewing at the same publicly accessible locations used for the distribution of the Draft EIR.

## **2. PROJECT DESCRIPTION**

The Project Site consists of approximately 6.39 acres bounded by a vacant lot to the north; a parking structure, surface parking lots, and commercial uses to the east; Rosecrans Avenue, the Kinecta Credit Union building and parking lot is located directly south of the Project Site to the south; and a surface parking lot and commercial uses to the west. The Project Site is currently a vacant lot with a screened chain-link security fence running along the perimeter of the site and along the adjacent roadway. No plantings or trees occur on the Project Site. Temporary landscaping has been installed along the Rosecrans perimeter.

### **Land Use Regulation**

RSP4, the Applicant desires to change both the General Plan land use designation and zoning of the Property from Commercial Center (C-4) to Urban Mixed Use South (MU-S) and develop the Property with the uses allowed by, and at the development standards set forth in the MU-S zone rather than the C-4 zoning standards, within the development parameters set forth above which will be memorialized in a Development Agreement. The primary differences in the development standards between the C-4 zone and the MU-S zone, are the MU-S zone allows greater height (175 feet), greater density (1.3 FAR), and minor differences in setbacks. The C-4 zone has a height of 65 feet and a density of 0.275 FAR. The total buildable square footage under the MU-S zone would be 361,844 square feet, however the Development Agreement limits buildout to 313,00 square feet, limits FAR to 1.13, limits height to 140 feet, and limits or prohibits certain uses. Additionally, there is a greater variety of uses allowed under the MU-S zone.

Land uses allowed in the C-4 zone include, but are not limited to, the following:

- Animal hospitals and veterinary services.
- Day spas.
- Daycare centers
- Farmers' market
- Financial institutions
- Fitness centers (indoors only)
- General offices
- Indoor sale of automobiles, motorcycles, and motor scooters along with the sale of accessories and parts as an accessory use
- Medical and dental offices
- Multi-media offices
- Personal services
- Public assembly/assembly halls, including theaters and museums
- Recreational facilities
- Restaurants and cafes
- Retail sales uses (excluding off site alcohol sales)

Land uses allowed in the MU-S zone include, but are not limited to, the following:

- Data centers
- Daycare centers
- Financial institutions
- Fitness centers
- General offices
- Hotels and motels
- Medical-dental offices or facilities
- Motion picture/television production facilities (excluding outdoor facilities)
- Research and development
- Restaurants and cafes
- Retail (excluding off site alcohol sales) and wholesale sales and services
- Other similar uses approved by the Director, as provided by Chapter 22 of this title. (Ord. 1551, 8-15-2017)

With the General Plan land use and zoning changes, the Project Site can be developed with a mix of commercial uses aimed at promoting economic development within the City of El Segundo in addition to completing development of the Rosecrans Avenue corridor. A discretionary site plan approval will be required

A Conceptual Site Plan configuration has been provided for the Beach Cities Media Campus, Figure II-2, Site Plan. The Project would replace an underutilized vacant lot with a mixed use development that would improve the urban design and character of the Project Site, and contribute to and complement the development of the nearby neighboring commercial and office uses.

### **Proposed Development**

The Beach Cities Media Campus Project includes the development of an approximately five-story, 240,000 square foot creative office building with the option to incorporate a roof deck, a one-story, 66,000 square foot studio and production facilities building, and 7,000 square feet of retail uses in two, one-story structures. The Project would also include a private event plaza. The Project may be a fully secure campus. The studio and production facilities would operate 24 hours a day, seven days a week.

Table I-1, Conceptual Plan Development Summary, summarizes the proposed land uses.

**Table I-1  
Project Development Summary**

<b>Land Use</b>	<b>Square Footage</b>
Office	240,000 gsf
Studio and Production Facilities	66,000 gsf
Retail	7,000 gsf
<b>Total Proposed Project</b>	<b>313,000 gsf</b>
<i>gsf = gross square feet</i>	
<i>Source: Rosecrans-Sepulveda Partners 4, LLC., August 2017.</i>	

Parking for the Beach Cities Media Campus Project would be provided in multiple areas of the Property. Parking would be provided in an up to seven-story parking structure with above grade and semi-subgrade parking containing 980 parking spaces, a one level below grade structure beneath the office building containing 120 parking spaces, and in surface parking areas elsewhere on the site.

Vehicular access to the Project Site would be provided by three driveways; these driveways may be gated to create a secure campus for the Beach Cities Media Campus Project. Two entry/exit driveways would be located on Rosecrans Avenue and one driveway to the Project Site would be accessed through the rear of the existing adjacent commercial property to the east that provides access to South Nash Street, as shown in Figure II-2, Site Plan.

Campus signage opportunities would also be available to the Project. Project signage would be designed to be aesthetically compatible with the proposed architecture of the Project and other signage in the area. Proposed signage would include identity signage, including identity signage at Rosecrans Avenue and South Nash Street, office, retail, and studio tenant signage, and general ground-level and pedestrian directional/wayfinding signage. In general, new signage would be architecturally integrated into the design of the building and would establish appropriate identification for the on-site uses. No off-premise billboard advertising is proposed as part of the Project. Project signage would be illuminated by means of low-level external lighting, internal halo lighting, or ambient light. The Project would not include electronic signage or signs with flashing, mechanical, or strobe lights. Project signage would comply with the ESMC requirements, and any applicable approval processes for signs set forth therein. The character, placement, size and proportions of the Project's proposed signs would be consistent with the ESMC.

Any development built on the Project Site will incorporate features to support and promote environmental sustainability and meet or exceed the "Green Building" principles required by the City of El Segundo Green Building Program, and CalGreen and other City and State regulations. Additionally, the landscaping will comply with the City's Water Efficient Landscape Ordinance.

### **Project Construction**

The Project would be constructed over approximately 18 months. Construction would occur five days a week, Monday through Friday, and may take place on Saturdays. Construction activities would include site preparation, grading, excavation, and building construction. Site preparation activities are anticipated to start July 1, 2019. Site Grading activities are anticipated to start August 2019 and end September 2019. Construction would start late September 2019 and construction completion and occupancy is anticipated in 2020.

The Project is estimated to require a maximum net export of approximately 35,000 to 49,400 cubic yards of soil. The likely outbound haul route for the Project would be a left turn from the Project Site to head east onto Rosecrans Boulevard, then a right turn onto the 405 Freeway. Exported materials would likely

be disposed at Puente Hills Landfill in the City of La Puente. The Project's haul route would be approved by the City as part of its review and approval of the Project's entitlement requests. The City would also approve a Construction Traffic Management Plan to be implemented during construction to minimize potential conflicts between construction activity and through traffic.

### **Discretionary Actions**

The City of El Segundo has the principal responsibility for approving the Project. Approvals required for the development of the Project may include, but are not limited to the following:

- Certification of an Environmental Impact Report for the Project;
- Discretionary Site Plan Permit;
- Approval of a Mitigation Monitoring and Reporting Program;
- Amend the Land Use Element of the City's General Plan to change the land use designation of the Project Site from Commercial Center to Urban Mixed Use-South;
- Amend the City's zoning map to change the zoning of the Project Site from C-4 to MU-S;
- Approval of Development Agreement to detail the Project parameters, standards and conditions that will govern development of the Project Site;
- Haul route approval (if required); and
- Other permits, ministerial or discretionary, that may be necessary in order to execute and implement the Project.

The City of El Segundo is the lead agency for the Project. Responsible agencies may include, without limitation:

- South Coast Air Quality Management District,
- Regional Water Quality Control Board,
- City of Manhattan Beach for Traffic Signal; and
- West Basin Municipal Water District

### **3. SUMMARY OF ENVIRONMENTAL IMPACTS**

An Initial Study was prepared for the Project as permitted by CEQA Guidelines Section 15060(d). The Draft EIR evaluates the environmental impacts associated with Project implementation. Based on the Initial Study, and agency and public comments in response to the NOP and a review of environmental issues, the Draft EIR includes analyses of the following environmental topics as set forth in CEQA Guidelines Appendix G:

Based on a review of environmental issues by the Planning Division, this EIR assesses the following environmental impact areas:

- Air Quality
- Cultural Resources (Archaeological, Paleontological)

- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population, Housing, and Employment
- Public Services
- Transportation, Traffic and Parking
- Cultural Tribal Resources
- Utilities and Service Systems

Potential environmental effects in the areas of Agricultural Resources, Biological Resources, and Mineral Resources, as well as other specific areas related to the topics listed below, were determined to be either less than significant or no impact, or not applicable, and, therefore, are not evaluated in greater detail in the EIR. These areas are addressed in Section VII, Effects Not Found to be Significant, of the Draft EIR.

- Aesthetics (all subtopics);
- Agriculture and Forest Resources (all subtopics);
- Air Quality (objectionable odors);
- Biological Resources (all subtopics);
- Cultural Resources (historical resources);
- Geology and Soils (seismic-related ground failure, including liquefaction, landslides, and septic tanks);
- Hazards and Hazardous Materials (proximity to schools, public and private airports, and wildland fires);
- Hydrology and Water Quality (100-year flooding and seiche/tsunami/mudflow);
- Land Use and Planning (community division and habitat conservation plans);
- Mineral Resources (all subtopics);
- Noise (public and private airports/airstrips);
- Population, Housing and Employment (displacement of existing housing or people);
- Public Services (schools, parks, and public facilities);

- Recreation (all subtopics);
- Transportation, Traffic and Parking (air traffic patterns and hazardous design features); and
- Utilities and Service Systems (compliance with statutes and regulations).

The Draft EIR analysis in Section IV (Environmental Impact Analysis), indicates that implementation of Project Design Features, Regulatory Requirements, and Mitigation Measures would result in the Project having the following impacts reduced to a level of less than significant:

- Paleontological Resources,
- Archaeological Resources,
- Greenhouse Gas Emissions,
- Hazards and Hazardous Materials,
- Hydrology and Water Quality, and
- Tribal Cultural Resources.

Based on the analysis in Section IV (Environmental Impact Analysis) of the Draft EIR, implementation of the Project would result in significant unavoidable environmental impacts after implementation of feasible mitigation measures relative to:

- Population, Housing, and Employment (City and regional population and housing demands), and
- Transportation, Traffic and Parking (seven peak hour impacts at five intersections at buildout) and cumulative construction traffic).

### III. REVISIONS, CLARIFICATIONS AND CORRECTIONS ON THE DRAFT EIR

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This section of the Final EIR provides changes to the Draft EIR that have been made to clarify, correct, or add to the environmental impact analysis for the Project. Such changes are a result of public and agency comments received in response to the Draft EIR and/or new information which clarifies, amplifies, or insignificantly modifies language in the Draft EIR that has become available since publication of the Draft EIR. These changes to the Draft EIR are indicated in this section under the appropriate Draft EIR section or appendix heading. Deletions are shown with strikethrough and additions are shown with underline.

The changes described in this section do not require recirculation of the Draft EIR because they do not result in any new or increased significant environmental impacts of the Project. CEQA requires recirculation of a Draft EIR only when “significant new information” is added to a Draft EIR after public notice of the availability of the Draft EIR has occurred (refer to California Public Resources Code Section 21092.1 and CEQA Guidelines Section 15088.5), but before the EIR is certified. Section 15088.5 of the CEQA Guidelines specifically states: “New information added to an EIR is not ‘significant’ unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. ‘Significant new information’ requiring recirculation includes, for example, a disclosure showing that:

- A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted to reduce the impact to a level of insignificance.
- A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project’s proponents decline to adopt it.
- The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.”

As demonstrated in this Final EIR, neither the comments submitted on the Draft EIR, the responses to these comments, nor the revisions presented in this section, meet the above criteria for recirculation.

#### I. INTRODUCTION AND SUMMARY

Section 1. Introduction and Summary, page I-46, MM K-1, revise as follows:

- MM K-1: Transportation Demand Management Program.** A TDM program will be implemented as part of the mitigation package for the Project. Several TDM program elements are project design features that are currently proposed for implementation. Other TDM program elements would be developed as part

of preparation of a detailed TDM plan, to be approved by City of El Segundo prior to approval of a final certificate of occupancy for the Project.

TDM strategies are aimed at discouraging single-occupancy vehicle trips and encouraging alternative modes of transportation such as carpooling, taking transit, walking, and biking. Strategies that are suggested as appropriate for this site, as targeted for the office land use, include:

- Commuter Trip Reduction (CTR) Program, Voluntary – The Project could implement a CTR program that encourages alternative modes of transportation such as carpooling, taking transit, walking, and biking. The voluntary program does not require monitoring and reporting and no performance standards are established. The CTR program would provide employees with assistance in the following.
  - Carpool encouragement,
  - Ride-matching assistance,
  - Preferential carpool parking,
  - Flexible work schedules for carpools,
  - Half time transportation coordinator; and
  - Vanpool assistance.
  - Due to the importance of information sharing and marketing, marketing strategies to reduce commute trips would be included as part of the CTR Program. Some marketing strategies may include:
    - New employee orientation of trip reduction and alternative mode options,
    - Event promotions; and
    - Publications.
- Car Share Program – This Project could implement a car-sharing program to allow people to have on-demand access to a shared fleet of vehicles on an as-needed basis. User costs are typically determined through mileage or hourly rates, with deposits and/or annual membership fees. The car-sharing program could be created through a local partnership or through one of many existing car-share companies. Employer-based programs provide a means for business/day trips for alternative mode commuters and provide a guaranteed ride home option.
- Site Design – Project site will be designed to encourage walking, biking, and transit. Amenities could include new, wider sidewalks and street trees along the site perimeter and bicycle parking, showers, and secure lockers.

## II. PROJECT DESCRIPTION

Section II. Project Description, page II-8, revise as follows:

Per the ESMC, the number of bicycle spaces required is a minimum of four spaces for buildings up to 15,000 square feet, plus a minimum of five percent of the required vehicle spaces for the portion above 15,000 square feet. Per the ESMC, a ~~maximum~~ minimum of 25 bicycle spaces is required. The Project would meet or exceed these requirements. In addition, as part of the Project, bicycle racks would be installed in accordance with the ESMC and CalGreen requirements.

## III. ENVIRONMENTAL SETTING

Section III. Environmental Setting, Table III-1, Related Projects, pages III-11 through III-12, revise as follows:

**Table III-1  
Related Projects**

No.	Address	Land Use	Size
1.	540 East Imperial Avenue <sup>b</sup>	Residential	58 du
2.	201 North Douglas Street <sup>b</sup>	High School	1,200 stu
3.	400 Duley Road <sup>b</sup>	Medical Office	63,540 sf
4.	123 Nevada Street <sup>b</sup>	Office	15,000 sf
5.	2125 Campus Drive <sup>b</sup>	Office	153,530 sf
6.	2130 East Maple Drive and 725 Campus Square West <sup>b</sup>	Hotel	180 room
		Office	22,670 sf
7.	140 Sheldon Street <sup>b</sup>	Office/Warehouse	7,120 sf
8.	740 North Sepulveda Boulevard <sup>b</sup>	Drive through Restaurant	5,000 sf
9.	1492 Hermosa Avenue <sup>a</sup>	Hotel	30 rm
10.	2101 Pacific Coast Highway <sup>a</sup>	Office	10,120 sf
11.	824 1 <sup>st</sup> Street <sup>a</sup>	Office	3,000 sf
12.	707 North Sepulveda Boulevard <sup>a</sup>	Supermarket	27,500 sf
		Restaurant	<del>52</del> 28 seats
		Bank	7,000 sf
13.	1800 Manhattan Beach Boulevard <sup>a</sup>	General Office	3,000 sf
14.	2205 North Sepulveda Boulevard <sup>a</sup>	General Office	4,700 sf
15.	1762 Manhattan Beach Boulevard <sup>a</sup>	Medical Office	1,800 sf
		Apartment	1 du
16.	757 Manhattan Beach Boulevard <sup>a</sup>	Condominium	5 du
17.	1101 Manhattan Beach Boulevard <sup>a</sup>	Medical Office	5,000 sf
18.	1100 Manhattan Beach Boulevard <sup>a</sup>	Retail	13,000 sf
19.	2100 East El Segundo Boulevard <sup>a</sup>	Office	1,751,920 sf
		Warehouse	73,580 sf
		Industrial	168,000 sf
		Retail	148,960 sf
20.	500 South Douglas and 2330 Utah Avenue <sup>b</sup>	General Office	78,000 sf
21.	2171-2191 Rosecrans Avenue <sup>b</sup>	Restaurant	13,570 sf
22.	2516-2520 Nelson Avenue <sup>a</sup>	Condominium	9 du
23.	2430 Marine Avenue <sup>a</sup>	Hotel	121 rm

**Table III-1  
Related Projects**

No.	Address	Land Use	Size
24.	305 South Sepulveda Boulevard, 330 South Sepulveda Boulevard, and Hermosa Beach Sites <sup>a</sup>	Design Center	100,300 sf
		Executive Offices	19,210 sf
		Coffee Shop	1,000 sf
		General Office	57,500 sf
25.	1700 East Imperial Avenue <sup>b</sup>	Office	86,520 sf
26.	750 South Douglas Street <sup>a</sup>	Industrial	4,990 sf
27.	1133 Artesia Boulevard <sup>a</sup>	Grocery Store	12,000 sf
28.	865 Manhattan Beach Boulevard <sup>a</sup>	General Office	15,000 sf
		Deli	700 sf
29.	1000 North Sepulveda Boulevard <sup>a</sup>	<del>Supermarket</del> Medical Office	<del>27,500</del> 23,050 sf
		<del>Restaurant</del> Pharmacy	<del>52,000</del> 665 sf
		<del>Bank</del> Coffee Shop	<del>7,000</del> 1,715 sf
30.	445 North Douglas Street <sup>b</sup>	Office	155,660 sf
31.	455 Continental Boulevard and 1995 East Grand Avenue <sup>b</sup>	Office	300,000 sf
32.	2420 Pacific Coast Highway <sup>a</sup>	New Church	32,190 sf
		Supermarket	30,080 sf
33.	3200-3600 North Sepulveda Boulevard <sup>a</sup>	Shopping Center	110,000 sf
34.	535 Indiana Street <sup>b</sup>	Residential	4 du
35.	700-860 South Sepulveda Boulevard, 2001-2015 East Park Place, and 700-740 Allied Way Boulevard <sup>b</sup>	Shopping Center	18,850 sf
36.	14500 Aviation Boulevard <sup>c</sup>	Credit Union	3,600 sf
37.	1301 El Segundo Boulevard <sup>b</sup>	Office	6,270 sf
		Warehouse	5,880 sf
<i>du = dwelling units</i> <i>sf = square feet</i> <i>rm = rooms</i> <i>stu = students</i> <sup>a.</sup> Related Project information provided by Erik Zandvliet, City of Manhattan Beach, November 6, 2017. <sup>b.</sup> Related Project information provided by Ethan Edwards, City of El Segundo, January 23, 2018. <sup>c.</sup> Related Project information provided by City of Hawthorne, January 18, 2018. Source: Fehr and Peers, LLC., November 2018.			

## IV.A. AIR QUALITY

Section IV.A. Air Quality, pages IV.A-12 through IV.A-13, revise as follows:

### 13) SCAQMD Rule 2202

On-Road Motor Vehicle Mitigation Options, is to provide employers with a menu of options to reduce mobile source emissions generated from employee commutes, to comply with federal and state Clean Air Act requirements, Health & Safety Code Section 40458, and Section 182(d)(1)(B) of the federal Clean Air Act. It applies to any employer who employs 250 or more employees on a full or part-time basis at a worksite for a consecutive six-month period calculated as a monthly average.

Although the SCAQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate air quality issues associated with plans and new development projects throughout the South Coast Air Basin. Instead, this is controlled through local jurisdictions in accordance with the CEQA. In order to assist local jurisdictions with air quality compliance issues the *CEQA Air Quality Handbook (SCAQMD CEQA Handbook)* prepared by the SCAQMD (1993) with the most current updates found at <http://www.aqmd.gov/ceqa/hdbk.html>, was developed in accordance with the projections and programs of the AQMP. The purpose of the SCAQMD CEQA Handbook is to assist Lead Agencies, as well as consultants, project proponents, and other interested parties in evaluating a Proposed Project's potential air quality impacts. Specifically, the SCAQMD CEQA Handbook explains the procedures that the SCAQMD recommends be followed for the environmental review process required by CEQA. The SCAQMD CEQA Handbook provides direction on how to evaluate potential air quality impacts, how to determine whether these impacts are significant, and how to mitigate these impacts. SCAQMD is in the process of developing an "Air Quality Analysis Guidance Handbook" to replace the CEQA Air Quality Handbook approved by the AQMD Governing Board in 1993. The 1993 CEQA Air Quality Handbook is still available but not online. In addition, there are sections of the 1993 Handbook that are obsolete. In order to assist the CEQA practitioner in conducting an air quality analysis while the new Handbook is being prepared, supplemental information regarding: significance thresholds and analysis, emissions factors, cumulative impacts emissions analysis, and other useful subjects, are available at the SCAQMD website<sup>1</sup>.

#### **14) SCAQMD Rule 1166**

This rule sets requirements to control the emission of Volatile Organic Compounds (VOC) from excavating, grading, handling and treating VOC-contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition.

#### **15) SCAQMD Rule 1466**

The purpose of this rule is to minimize the amount of off-site fugitive dust emissions containing toxic air contaminants by reducing particulate emissions in the ambient air as a result of earth-moving activities, including, excavating, grading, handling, treating, stockpiling, transferring, and removing soil that contains applicable toxic air contaminants from sites that meet the applicability requirements of subdivision (b).

#### **~~13)~~ 16) Southern California Association of Governments**

The SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the Federally designated MPO for the majority of the southern California region and is the largest MPO in the nation. With respect to air quality planning, SCAG has prepared the Regional Transportation Plan and Regional Transportation Improvement Plan ("RTIP"), which addresses regional development and growth forecasts. These plans form the basis for the land use and transportation components of the AQMP, which are utilized in the preparation of air quality forecasts and in the consistency analysis included in the AQMP. The Regional Transportation Plan, Regional Transportation Improvement Plan, and AQMP are based on projections originating within the City and County General Plans.

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<sup>1</sup> <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook>.

## IV.E.HAZARDS AND HAZARDOUS MATERIALS

Section IV.E. Hazards and Hazardous Materials, pages IV.E-24 through IV.E-25, revise as follows:

**Threshold (b):** The Project could have a significant impact if were to 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.

**Impact (b):** *Construction of the Project would not create a significant hazard to the public or the environment through release of hazardous materials into the environment. Impacts would be less than significant. However, construction of the Project could release any potentially existing subsurface hazardous substances to the environment, which would result in potentially significant impacts. Mitigation Measures E-1 and E-2 would reduce the impacts to less than significant. Operation of the Project would not expose future occupants or site users to hazardous materials and impacts would be less than significant.*

### i) Construction

As previously discussed, the Phase I ESA noted that all structures have been removed from the existing Project Site, and no asbestos or ACMs were found in the soil. Therefore, the potential for the presence of asbestos or ACMs to be located in the soil of the Project Site is considered to be low. However, based on these investigations, on-site soil was found to be impacted with TPH, lead, and PCBs. As stated above, an investigation report and remedial action workplan was prepared on behalf of Air Products and Chemicals and submitted to the RWQCB, and 504 cubic yards of impacted soil was reportedly excavated and disposed off-site as non-hazardous waste at Azusa Land Reclamation, Azusa, California. Based on the data collected and work performed by Air Products and Chemicals, the RWQCB issued a NFA determination for soil on August 31, 2017. Thus impacts from the release of hazardous materials into the environment would be less than significant.

~~In accordance with regulatory requirements, prior to excavation soil shall be sampled and analyzed for TPH, lead and PCBs. During excavation all TPH, lead, and PCBs would be removed in accordance with applicable regulatory requirements. Specifically, Cal OSHA has established limits of exposure to lead contained in dusts and fumes through California Code of Regulations, Title 8, Section 1532.1, which provides for exposure limits, exposure monitoring, and respiratory protection, and mandates good working practices by workers exposed to lead, particularly since demolition workers are at greatest risk of adverse health exposure. Lead contaminated debris and other wastes must also be managed and disposed of in accordance with applicable provisions of the California Health and Safety Code. Furthermore, any materials found to contain TPH or PCBs must be removed and disposed in accordance with all applicable local, State and federal regulations including, but not limited to California Code of Regulations, Title 22, and EPA 40 CFR. With the compliance of these regulatory requirements and implementation of Mitigation Measure MM E-1, impacts would be reduced to a level of less than significant.~~

As stated above, there is a Standard Oil Company and Standard Gasoline Company pipe line easement located along the Project Site frontage. The easement, recorded on December 27, 1968, was to construct, maintain, operate, repair, add to and remove a single line of poles and overhead wires, conductors, cables and conduits, and appurtenances thereof, into the easement. The easement covers a strip of land 43 ½ feet wide, and runs the entire length of the Project Site. The easement includes an existing 3" Chevron oil line and an existing 4" Chevron oil line. Furthermore, there is an easement that runs along the backside

of the Project Site, parallel with the railroad tracks. This easement contains a 16" crude oil pipeline for the Four Corners Pipe Line company and was recorded on March 21, 1958. Thus, excavation of the Project could result in the accidental release of oil from one of the pipelines, which would result in potentially significant impacts. However, with the implementation of Mitigation Measure ~~MM E-2~~ MM E-1, impacts would be reduced to a level of less than significant.

Section IV.E. Hazards and Hazardous Materials, pages IV.E-28 through IV.E-29, revise as follows:

#### **4. CUMULATIVE IMPACTS**

The geographical scope of the cumulative hazards and hazardous materials analysis is the Project vicinity. Adverse effects of hazards and hazardous materials tend to be localized; therefore, the area near the Project Site would be most affected by project activities (generally within a 500-foot radius).

Development of the Project in conjunction with the development of the related projects has the potential to increase the risk for accidental release of hazardous materials. The nearest related projects to the Project Site include related project numbers 14, 17, 19, 20, 21, 26, 33, 35, and 36. These related projects in combination with the Project would intensify the land usage in the immediate project area. However, mitigation measure MM E-1 and ~~MM E-2~~ would reduce the potential impacts associated with the Project to a less than significant level. Furthermore, each of the related projects would require evaluation for potential threats to public safety, including those associated with the accidental release of hazardous materials into the environment during construction and operation, transport/use/disposal of hazardous materials, and hazards to sensitive receptors (including schools). Because hazardous materials and risk of upset conditions are largely site-specific, this would occur on a case-by-case basis for each individual project affected, in conjunction with the development proposals on these properties. In addition, each related project would be required to follow local, State, and federal laws regarding hazardous materials. With mitigation, the Project would have less than significant impacts. Therefore, the Project, in conjunction with the related projects and other planned and/or approved projects, would not have a cumulatively considerable impact on hazards and hazardous materials, and cumulative impacts would be less than significant.

#### **5. MITIGATION MEASURES**

~~**MM E-1:** In accordance with regulatory requirements, prior to excavation soil shall be sampled and analyzed for TPH, lead and PCBs. During construction and excavation of the Project, the Applicant shall notify the LARWQCB immediately if additional hazardous wastes such as TPH, lead, or PCBs are encountered in the soil and/or groundwater during construction activities.~~

**MM E-21:** Prior to the issuance of grading permits, the Applicant shall submit final design plans and a design-level geotechnical engineering report to the City of El Segundo Building and Safety Division for review and approval. The design-level geotechnical engineering report shall provide the location of the Standard Oil Company and Standard Gasoline Company pipe line easement.

#### **6. LEVEL OF SIGNIFICANCE AFTER MITIGATION**

With the implementation of the Mitigation Measures MM E-1 and ~~MM E-2~~, listed above, Project-level and cumulative hazards impacts would be reduced to a less-than-significant level.

## IV.H.NOISE

Section IV.H. Noise, page IV.H-15, revise as follows:

**Threshold (a):** The Project would have a significant impact on noise if it would expose persons to or generate of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

**Impact (a):** *Construction noise will have a temporary or periodic increase in the ambient noise levels. However, no residential uses are located in close proximity to the Project Site, the site is surrounded by commercial uses. Construction-related noise impacts are considered to be less than significant.*~~*Construction could generate noise levels in excess of standards established by the City; however, the construction-related impact of the Project would be less than significant with the implementation of mitigation measures MM H 1 through MM H 7. Operation of the Project would not expose persons to or generate noise levels in excess of standards established by the City and the operational impact of the Project would be less than significant.*~~

Section IV.H. Noise, page IV.H-29, revise as follows:

**Threshold (d):** The Project would have a significant impact on noise if it would result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.

**Impact (d):** *Construction noise will have a temporary or periodic increase in the ambient noise levels. However, no residential uses are located in close proximity to the Project Site, the site is surrounded by commercial uses. Construction-related noise impacts are considered to be less than significant.*~~*Construction of the Project would generate a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. The short term construction-related impact of the Project would be less than significant with the implementation of mitigation measures MM H 1 through MM H 7.*~~

## IV.I.POPULATION, HOUSING AND EMPLOYMENT

Section IV. I. Population, Housing and Employment, Section 4.Cumulative Impacts, pages IV.I-10 through IV.I-13, revise as follows:

The geographic scope of the cumulative employment analysis is the City of El Segundo. Table IV.I-3 presents the estimated increase in employment, housing, and population associated with the 37 related projects identified in Section III, Environmental Setting, of this EIR. As shown in Table IV.I-3, the Project in conjunction with the related projects would result in an increase in employment of approximately ~~15,709~~ 15,680 jobs, an increase of 77 residential units and a population increase of 196 people.

Employment projections contained in the SCAG forecasts are based upon land uses designated in the General Plan. The related projects and other potential development projects that may occur throughout the City of El Segundo are expected to be largely consistent with their respective General Plan land use designations. According to projections extrapolated from the adopted 2016 growth forecast, the City is projected to increase in employment opportunities by approximately 3,700 jobs from 2012 to 2020 (8.8 percent growth) and increase by approximately 7,000 jobs from 2012 to 2040 (15.4 percent growth). Implementation of the Project in conjunction with the various related projects identified in Section III. Environmental Setting would further increase employment opportunities in the City of El Segundo and

surrounding areas. As indicated in Table IV.I-3, the Project in conjunction with the related projects would cumulatively generate approximately ~~15,709~~ 15,680 new jobs, ~~with 3,091 new jobs (cumulative jobs minus the Proposed Project jobs)~~ located within the City of El Segundo. Job growth is considered a beneficial effect, and while the project's incremental contribution to regional job growth would be considered cumulatively considerable, such job growth would not be considered an adverse cumulative impact, as discussed below.

Based upon the foregoing, SCAG employment forecasts clearly underestimate the potential employment growth in the City of El Segundo, and to a lesser extent, in the South Bay Cities Subregion as well. While the provision of employment is generally considered a beneficial effect of a project, this discrepancy in employment forecasts may adversely affect SCAG's regional planning efforts. SCAG's regional forecast "maintains the balance between employment, population, and households due to their interrelationship, assuming that employment growth is a driving force of regional population and household growth".<sup>2</sup>

**Table IV.I-3  
Cumulative Population, Housing and Employment**

ID	Type of Use	Size	Employment Generation Factor <sup>a</sup> (per 1,000 sf)	Total Employment	Total Housing	Population Generation Factor <sup>b</sup> (per unit)	Total Population
1.	Residential	58 du	-	-	58 du	2.53	147
2.	High School	1,200 stu	-	-	-	-	-
3.	Medical Office	63,540 sf	0.00427	271			-
4.	Office	15,000 sf	0.00479	72			-
5.	Office	153,530 sf	0.00479	735			-
6.	Hotel	180 rm <sup>d</sup>	0.00113	81			-
	Office	22,670 sf	0.00479	109			-
7.	Office/ Warehouse	7,120 sf	0.00135	10			-
8.	Drive through Restaurant	5,000 sf	0.00153	8			-
9.	Hotel	30 rm <sup>d</sup>	0.00113	14			-
10.	Office	10,120 sf	0.00479	48			-
11.	Office	3,000 sf	0.00479	14			-

<sup>2</sup> SCAG *Regional Forecast Overview*, website: <http://www.scaq.ca.gov/DataAndTools/Pages/GrowthForecasting.aspx>, accessed March 22, 2018.

12.	Supermarket	27,500 sf	0.00153	42			-
	Restaurant	<del>5228</del> seats <sup>c</sup>	0.00153	<del>40</del>			-
	Bank	7,000 sf	0.00283	20			-
13.	General Office	3,000 sf	0.00479	14			-
14.	General Office	4,700 sf	0.00479	23			-
15.	Medical Office	1,800 sf	0.00427	8			-
	Apartment	1 du	-	-	1 du	2.53	3
16.	Condominium	5 du	-	-	5 du	2.53	13
17.	Medical Office	5,000 sf	0.00427	21			-
18.	Retail	13,000 sf	0.00153	20			-
19.	Office	1,751,920 sf	0.00479	8,392			-
	Warehouse	73,580 sf	0.00135	99			-
	Industrial	168,000 sf	0.00135	227			-
	Retail	148,960 sf	0.00153	228			-
20.	General Office	78,000 sf	0.00479	374			-
21.	Restaurant	13,570 sf	0.00153	21			-
22.	Condominium	9 du	-	-	9 du	2.53	23
23.	Hotel	121 rm <sup>d</sup>	0.00113	55			-
24.	Design Center	100,300 sf	0.00269	270			-
	Executive Offices	19,210 sf	0.00269	52			-
	Coffee Shop	1,000 sf	0.00153	2			-
	General Office	57,500 sf	0.00479	275			-
25.	Office	86,520 sf	0.00479	414			-
26.	Industrial	4,990 sf	0.00135	7			-
27.	Grocery Store	12,000 sf	0.00153	18			-
28.	General Office	15,000 sf	0.00479	72			-
	Deli	700 sf	0.00153	1			-

29.	Supermarket Medical Office	<del>27,500</del> <u>23,050</u> sf	<del>0.00153</del> <u>0.00479</u>	<del>42110</del>			-
	Restaurant Pharmacy	<del>52,000</del> <u>sf</u> <u>0.665 Seats</u>	0.00153	<u>800</u>			-
	<del>Bank</del> <u>Coffee</u> <u>Shop</u>	<del>7,000</del> <u>sf</u> <u>1,715 sf</u>	<del>0.00283</del> <u>0.00153</u>	<u>203</u>			-
30.	Office	155,660 sf	0.00479	746			-
31.	Office	300,000 sf	0.00479	1,437			-
32.	New Church	32,190 sf	0.00153	49			-
	Supermarket	30,080 sf	0.00153	46			-
33.	Shopping Center	110,000 sf	0.00153	168			-
34.	Residential	4 du	-	-	4 du	2.53	10
35.	Shopping Center	18,850 sf	0.00153	29			-
36.	Credit Union	3,600 sf	0.00153	6			-
37.	Office	6,270 sf	0.00479	30			-
	Warehouse	5,880 sf	0.00135	8			-
<b>Cumulative Total</b>				<del>14,676</del> <u>14,647</u>	<b>77</b>		<b>196</b>
<b>Project Total</b>				<b>1,033</b>			
<b>Cumulative and Project Total</b>				<del>15,709</del> <u>15,680</u>	<b>77</b>		<b>196</b>

Notes: sf = square feet

<sup>a.</sup> Source for generation rate: Los Angeles Unified School District, Level 1 – Developer Fee Justification Study, Table 14, March 2017.

<sup>b.</sup> U.S. Census Bureau, City of El Segundo, Persons per Household, 2012-2016, website: <https://www.census.gov/quickfacts/fact/table/elsegundocitycalifornia/PST045216>

accessed March 13, 2018.

<sup>c.</sup> Based on an estimate of 8 sf/seat.

<sup>d.</sup> Based on an estimate of 400 sf/room.

Source: EcoTierra Consulting, Inc. March 2018.

To the extent that employment forecasts are used by SCAG to implement the regions' growth policies, underestimates of future employment in the City of El Segundo and the South Bay Cities Subregion may hinder planning for the timing, financing, and location of public facilities, utility systems, and transportation systems. However, the Regional Comprehensive Plan is to be periodically reviewed, and those sections that are found to be out of date are to be updated as needed. Furthermore, SCAG utilizes the "employment-population-household ("EPH") forecast framework which is the basis for developing the regional growth forecast for the SCAG region". Therefore, the self-correcting nature of the forecasts would ensure that ongoing infrastructure planning efforts will remain consistent with regional growth trends.

In addition, as discussed in Section IV.G, Land Use and Planning, the Project would be consistent with the applicable City of El Segundo General Plan policies and would not include inappropriate uses for the Project Site nor would any inconsistency regarding cumulative growth occur. Based upon this consistency, the Project and other cumulative growth within the City of El Segundo have been accounted for in the City's long range planning. Furthermore, because SCAG's regional planning incorporates the City of El Segundo's General Plan into its growth forecasts, this cumulative growth may be deemed consistent with SCAG's forecasts and growth policies. Therefore, no significant impacts to the City of El Segundo (or to SCAG's regional planning) due to cumulative employment growth are anticipated.

The employment generated by the Project in conjunction with the related projects would have the potential to increase the resident population in the City of El Segundo, the South Bay Cities Subregion and surrounding areas, and consequently, the City and subregional demand for housing. As can be seen from Table IV.I-1, both population and employment in the City and South Bay Cities Subregion and surrounding area are expected to rise faster than housing between the years 2012 and 2040. This suggests that housing availability will become increasingly tight, and the average number of residents per dwelling can be expected to increase. A review of the related projects listed in Table IV.I-3, confirms the projections for slow housing growth in the region; only 77 new housing units are currently proposed. In addition, approximately ~~15,709~~ 15,680 jobs would be created by the same list of cumulative projects. However, between 2015 and 2040, the number of households in the South Bay Cities Subregion ~~region~~ will increase by ~~1,468,000~~ 23,532 households.<sup>3</sup> Based on the substantial disparity between projected job growth and housing construction locally, it is concluded that there will be a significant cumulative impact on population growth and housing demand. However, because the type of jobs that would be generated by the Project are of a similar nature to jobs found in the area, the Project would not likely result in the relocation and addition of permanent residents to fill the jobs generated by the Project, the incremental contribution of the Project would not contribute substantially to this significant impact.

#### IV.K.TRANSPORTATION, TRAFFIC AND PARKING

Section IV.K, Transportation, Traffic and Parking, page IV.K-46, MM K-1, revise as follows:

**MM K-1: Transportation Demand Management Program. A TDM program will be implemented as part of the mitigation package for the Project. Several TDM program elements are project design features that are currently proposed for**

<sup>3</sup> *Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategies, Final Growth Forecast by Jurisdiction website: [http://www.scag.ca.gov/Documents/2016\\_2040RTPSCS\\_FinalGrowthForecastbyJurisdiction.pdf](http://www.scag.ca.gov/Documents/2016_2040RTPSCS_FinalGrowthForecastbyJurisdiction.pdf), accessed: December 6, 2018.*

implementation. Other TDM program elements would be developed as part of preparation of a detailed TDM plan, to be approved by City of El Segundo prior to approval of a final certificate of occupancy for the Project.

TDM strategies are aimed at discouraging single-occupancy vehicle trips and encouraging alternative modes of transportation such as carpooling, taking transit, walking, and biking. Strategies that are suggested as appropriate for this site, as targeted for the office land use, include:

- Commuter Trip Reduction (CTR) Program, Voluntary – The Project could implement a CTR program that encourages alternative modes of transportation such as carpooling, taking transit, walking, and biking. The voluntary program does not require monitoring and reporting and no performance standards are established. The CTR program would provide employees with assistance in the following.
  - Carpool encouragement,
  - Ride-matching assistance,
  - Preferential carpool parking,
  - Flexible work schedules for carpools,
  - Half time transportation coordinator; and
  - Vanpool assistance.
  - Due to the importance of information sharing and marketing, marketing strategies to reduce commute trips would be included as part of the CTR Program. Some marketing strategies may include:
    - New employee orientation of trip reduction and alternative mode options,
    - Event promotions; and
    - Publications.
- Car Share Program – This Project could implement a car-sharing program to allow people to have on-demand access to a shared fleet of vehicles on an as-needed basis. User costs are typically determined through mileage or hourly rates, with deposits and/or annual membership fees. The car-sharing program could be created through a local partnership or through one of many existing car-share companies. Employer-based programs provide a means for business/day trips for alternative mode commuters and provide a guaranteed ride home option.
- Site Design – Project site will be designed to encourage walking, biking, and transit. Amenities could include new, wider sidewalks and street trees along the site perimeter and bicycle parking, showers, and secure lockers.

## IV.M.1 UTILITIES AND SERVICE SYSTEMS, WATER

Section IV.M.1, Utilities and Service Systems, Water, page IV.M-2, revise as follows:

The City does not currently serve recycled water to the Project Site. Recycled water use for irrigation at the Project Site is proposed—the recycle water demand is estimated at 16.5 AFY. As shown in ~~Error! Reference source not found.~~ Figure IV.M.1-1, Recycled Water Pipe Network, the Project area is directly adjacent to an existing recycled water pipeline.

Section IV.M.1, Utilities and Service Systems, Water, page IV.M-4, revise as follows:

The average annual potable water supply to the City of El Segundo in 2015 was 17,463 acre-feet. The 2015 UWMP used years 2001 through 2003 as a basis for dry-year conditions. Therefore, the increased demand determined during these dry years would be served by increasing the supply from WBMWD, as shown in ~~Error! Reference source not found.~~ Table IV.M.1-2, Current Supply-Normal and Multiple Dry Year.

Section IV.M.1, Utilities and Service Systems, Water, page IV.M-5, revise as follows:

The single dry year demands were estimated based on a 4-percent increase in water demand from normal year conditions. WBMWD anticipates meeting single dry year demands by increasing supplies. WBMWD can meet the increased demands because of the surplus in supply that has been planned for in previous years to ensure WBMWD can meet customer demands with varied climate conditions. Total retail water agencies' water supply was projected by WBMWD for Year 2035. ~~Error! Reference source not found.~~ Table IV.M.1-4, Supply and Demand – Single Dry Year, provides a summary of projected water deliveries (supply) and demand conditions under single dry year conditions for years 2020 to 2040 on a five-year basis.

Section IV.M.1, Utilities and Service Systems, Water, page IV.M-5, revise as follows:

To estimate multiple-dry-year supply and demand quantities for 2035 and 2040, data from 2020, 2025, and 2030 were extrapolated based on a linear trend. The extrapolations are shown in ~~Error! Reference source not found.~~ Table IV.M.1-5, Supply and Demand – Multiple Dry Year.

Section IV.M.1, Utilities and Service Systems, Water, page IV.M-6, revise as follows:

~~Error! Reference source not found.~~ Table IV.M.1-7, Water Use Prohibitions by Rationing Stage, outlines mandatory prohibitions on water uses based on the rationing stages.

## IV.M.2 UTILITIES AND SERVICE SYSTEMS, WASTEWATER

Section IV.M.2, Utilities and Service Systems, Wastewater, page IV.M-21, revise as follows:

### *ii) Wastewater Treatment Facilities*

The Project Site is served by JWPCP located in the City of Carson, approximately 9 miles southeast of the Project Site.<sup>4</sup> The JWPCP is one of the largest wastewater treatment plants in the world, and the largest

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<sup>4</sup> *Sanitation Districts of Los Angeles County, Wastewater Treatment Facilities Map, available at: <http://www.lacsd.org/wastewater/wwfacilities/default.asp#map>.*

of the LACSDs' wastewater treatment plants, serving approximately 3.5 million.<sup>5</sup> The facility provides both primary and secondary treatment and has a total permitted capacity of 400 mgd. Currently, the plant treats approximately ~~254.1~~ 261.1 mgd of wastewater and is operating at approximately ~~64~~ 65 percent of capacity.<sup>6</sup>

Section IV.M.2, Utilities and Service Systems, Wastewater, page IV.M-25, revise as follows:

The JWPCP currently treats approximately ~~254.1~~ 261.1 million gpd of wastewater, and has a total permitted capacity of 400 million gpd. Thus, the plant is currently operating at approximately ~~64~~ 65 percent of capacity and has approximately ~~145.9~~ 138.9 million gpd of available capacity. The Project's net increase in wastewater of 70,075 gpd would represent approximately ~~0.05~~ 0.03 percent of this available capacity. Accordingly, adequate available sewage treatment capacity exists at the JWPCP to serve the Project. The operation of the Project would not require or result in the construction or of new or the expansion of existing wastewater treatment facilities.

Section IV.M.2, Utilities and Service Systems, Wastewater, page IV.M-26, revise as follows:

The response to this Impact would be similar to the response to Impact (b) above. As described there, an increase in wastewater flow from the Project Site during construction would be negligible and temporary. The operational increase in wastewater of 70,075 gpd would represent approximately ~~0.05~~ 0.03 percent of the available capacity of JWPCP. Accordingly, adequate available sewage treatment capacity exists at the JWPCP to serve the Project. As such, the Project would have a less than significant impact on the capacity of the wastewater treatment provider.

#### **IV.M.1 UTILITIES AND SERVICE SYSTEMS, SOLID WASTE**

Section IV.M.1, Utilities and Service Systems, Solid Waste, page IV.M-33, revise as follows:

##### ***i) Construction***

Project development would generate minor amounts of construction debris compared to most construction project, as the site is currently an undeveloped dirt lot. Solid waste produced during construction would primarily be due to daily operations. In accordance with PDF M-4, the Project would be required to implement a construction waste management plan. Much of this material would be recycled and salvaged to the maximum extent feasible from the landfill. The *Countywide Integrated Management Plan 2016 Annual Report* concludes that there is current capacity of 56.34 million tons available throughout the County for the disposal of inert waste.<sup>7</sup> Therefore, the minor amount of Project-generated demolition debris and construction waste would represent a very small percentage of the inert waste disposal capacity in the region. All solid waste-generating activities within the City, including the Project, would continue to be subject to the requirements set forth in CALGreen Building Code which requires a 65 percent construction waste diversion from landfills. Therefore, the Project would not create

<sup>5</sup> *Sanitation Districts of Los Angeles County, Joint Water Pollution Control Plant (JWPCP), available at: <http://www.lacsd.org/wastewater/wwfacilities/jwpcp/default.asp>.*

<sup>6</sup> *City of El Segundo, Continental Grand Campus Specific Plan Draft EIR, September 2017, page 4.K.2-2.*

<sup>7</sup> *County of Los Angeles Department of Public Works, Countywide Integrated Management Plan 2016 Annual Report, December 2017, Appendix E-2, Table 1.*

a need for additional solid waste disposal facilities to adequately handle project construction-generated inert waste and impacts would be less than significant.

**APPENDICES**

Appendix H. 1 Traffic Study, page 31, Table 4, Related Projects Trip Generation Estimates, Row 12 and Row 29, revise as follows:

12.	707 North Sepulveda Boulevard <sup>a</sup>	Supermarket	27.50 ksf
		Restaurant	<del>52</del> <u>28</u> seats
		Bank	7.0 ksf
29.	1000 North Sepulveda Boulevard <sup>a</sup>	<del>Supermarket</del> <u>Medical Office</u>	<del>27,500</del> <u>23.05</u> ksf
		<del>Restaurant</del> <u>Pharmacy</u>	<del>52,000</del> <u>0.665</u> ksf
		<del>Bank</del> <u>Coffee Shop</u>	<del>7,000</del> <u>1.715</u> ksf

# IV. MITIGATION MONITORING AND REPORTING PROGRAM

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## 1. MITIGATION MONITORING AND REPORTING PROCEDURES

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a “reporting or monitoring program for the changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment” (Mitigation Monitoring Program, Section 15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting). The Planning and Building Safety Department for the City of El Segundo is the Lead Agency for the Beach Cities Media Campus Project.

An Environmental Impact Report has been prepared to address the potential environmental impacts of the Proposed Project. Where appropriate, this environmental document identified project design features or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts of the Project. This Mitigation Monitoring and Reporting Program (MMRP) is designed to monitor implementation of mitigation measures identified for the Project. The required mitigation measures are listed separately and categorized by impact area, with an accompanying identification of the following:

- Monitoring Phase, the phase of the Project during which the mitigation measure must be monitored;
  - Pre-Construction, including the design phase
  - Construction
  - Post-Construction
- The Implementing Party, the agency with the power to implement the mitigation measure;
- The Enforcement Agency, the agency with the power to enforce the mitigation measure, and
- The Monitoring Agency, the agency to which reports involving feasibility, compliance, implementation and development are made.

The MMRP for the Proposed Beach Cities Media Project will be in place throughout all phases of the Project. The Applicant shall be responsible for implementing all mitigation measures unless otherwise noted. The Applicant shall also be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented. The City’s existing planning, engineering, review, and inspection processes will be used as the basic foundation for the MMRP procedures and will also serve to provide the documentation for the reporting program.

The substance and timing of each certification report that is submitted to Planning and Building Safety Department shall be at the discretion of the Planning and Building Safety Department. Generally, each report will be submitted to the Planning and Building Safety Department in a timely manner following completion/implementation of the applicable mitigation measure and shall include sufficient information to reasonably determine whether the intent of the measure has been satisfied. The Planning and Building

Safety Department in conjunction with the Applicant shall assure that Project construction occurs in accordance with the MMRP. The South Coast Air Quality Management District (SCAQMD) shall be responsible for the implementation of corrective actions relative to violations of SCAQMD rules associated with mitigation. Departments listed below are all departments of the City of El Segundo unless otherwise noted.

## **2. MITIGATION MEASURES AND PROJECT DESIGN FEATURES**

### **A. Aesthetics**

No specific Project Design Features are proposed with regard to aesthetics. No mitigation measures are required.

### **B. Agricultural and Forestry Resources**

No specific Project Design Features are proposed with regard to agricultural and forestry resources. No mitigation measures are required.

### **C. Air Quality**

No specific Project Design Features are proposed with regard to air quality. No mitigation measures are required.

### **D. Biological Resources**

No specific Project Design Features are proposed with regard to biological resources. No mitigation measures are required.

### **E. Cultural Resources**

#### ***i) Project Design Features***

No specific Project Design Features are proposed with regard to cultural resources.

#### ***ii) Mitigation Measures***

**MM B-1:** A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities at the Project Site. The frequency of inspections shall be based on consultation with the paleontologist and shall depend on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered. If paleontological materials are encountered, the paleontologist shall temporarily divert or redirect grading and excavation activities in the area of the exposed materials to facilitate evaluation and, if necessary, salvage. The paleontologist shall then assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The Project Applicant shall then comply with the recommendations of the evaluating paleontologist, and a copy of the paleontological survey report shall be submitted to the Los Angeles County Natural History Museum. Ground-disturbing activities may

resume once the paleontologist’s recommendations have been implemented to the satisfaction of the paleontologist.

**Monitoring Phase:** Pre-Construction, Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Planning and Building Safety Department  
**Monitoring Agency:** Planning and Building Safety Department

**MM B-2:** A qualified professional archaeologist shall monitor all ground disturbing activities of the Project. If buried unique archaeological resources are discovered during ground-disturbing activities, work shall cease within 50 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, invoke appropriate treatment measures. Such measure(s) may include avoidance, preservation in place, Phase III data recovery and associated documentation, or other appropriate measures. The City shall determine the appropriate and feasible measure(s) that will be necessary to mitigate impacts, in consideration of the measure(s) recommended by the Monitor. The Applicant shall implement all measure(s) that the City determines necessary, appropriate and feasible. Within 60 days after grading activities are completed, the Monitor shall prepare and submit a final report to the City and the State Office of Historic Preservation. The report shall include documentation of any recovered unique archaeological resources, the significance of the resources, and the treatment of the recovered resources. In addition, the Monitor shall submit the monitoring log and photo documentation, accompanied by a photo key, to the City.

**Monitoring Phase:** Pre-Construction, Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Planning and Building Safety Department  
**Monitoring Agency:** Planning and Building Safety Department

**F. Geology and Soils**

***i) Project Design Features***

**PDF C-1:** A Project design-specific geotechnical and engineering report is required to be prepared by a California-licensed geotechnical engineer, California-certified engineering geologist, and civil engineer with expertise in geotechnical issues registered in the State of California during Project design and prior to Project construction in compliance with the most current City of El Segundo Department of Public Works guidelines. The investigation is required to address the proposed Project foundation and structure design to minimize effects from adverse soil conditions including any liquefiable or otherwise unstable/consolidation-prone soils; bedrock characteristics; subsidence; earthquake ground shaking; slope instability; subsurface gas;

groundwater; and/or other geotechnical and engineering geologic hazards. The design and construction recommendations will be incorporated into the foundation and structural design of Proposed Project components, implemented in accordance with the design, and subjected to on-going inspection by the relevant entities/agencies. Prior to Grading Plan approval and issuance of permits, all construction/development plans will be approved by the City for construction of such improvements. Construction will occur in accordance with the approved plans.

**Monitoring Phase:** Pre-Construction, Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Planning and Building Safety Department, Public Works Department  
**Monitoring Agency:** Planning and Building Safety Department, Public Works Department

*ii) Mitigation Measures*

No mitigation measures are required.

**G. Greenhouse Gas Emissions**

*i) Project Design Features*

No specific Project Design Features are proposed with regard to greenhouse gas emissions.

*ii) Mitigation Measures*

**MM D-1:** The Project applicant shall provide sidewalks within the Project boundary connecting off-site.

**Monitoring Phase:** Pre-Construction, Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Planning and Building Safety Department  
**Monitoring Agency:** Planning and Building Safety Department

**MM D-2:** The Project applicant shall require that all faucets, toilets and showers installed in the proposed structures utilize low-flow fixtures that would reduce indoor water demand by 20% per CalGreen Standards.

**Monitoring Phase:** Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Planning and Building Safety Department  
**Monitoring Agency:** Planning and Building Safety Department

**MM D-3:** The Project applicant shall require that ENERGY STAR-compliant appliances are installed wherever appliances are required on-site.

**Monitoring Phase:** Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Planning and Building Safety Department  
**Monitoring Agency:** Planning and Building Safety Department

**MM D-4:** The Project applicant shall require that high-efficiency lighting (such as LED lighting that is 34 percent more efficient than fluorescent lighting) be installed within buildings on-site.

**Monitoring Phase:** Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Planning and Building Safety Department  
**Monitoring Agency:** Planning and Building Safety Department

**H. Hazards and Hazardous Materials**

*i) Project Design Features*

No specific Project Design Features are proposed with regard to hazards and hazardous materials.

*ii) Mitigation Measures*

**MM E-1:** Prior to the issuance of grading permits, the Applicant shall submit final design plans and a design-level geotechnical engineering report to the City of El Segundo Building and Safety Division for review and approval. The design-level geotechnical engineering report shall provide the location of the Standard Oil Company and Standard Gasoline Company pipe line easement.

**Monitoring Phase:** Pre- Construction, Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Planning and Building Safety Department  
**Monitoring Agency:** Planning and Building Safety Department

**I. Hydrology/Water Quality**

*i) Project Design Features*

**PDF F-1:** Construction BMPs will be designed and maintained as part of the implementation of the local SWPPP (which includes an Erosion Control Plan)

in compliance with the General Permit. The Erosion Control Plan shall be implemented when construction commences and before any site clearing or demolition activity. During construction, the Erosion Control Plan will be referred to regularly and amended as changes occur throughout the construction process.

**Monitoring Phase:** Construction, Post-Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Planning and Building Safety Department, Public Works Department  
**Monitoring Agency:** Planning and Building Safety Department, Public Works Department

**PDF F-2:** The Project shall implement the following construction-specific BMPs:

- Disposing of waste in accordance with all applicable laws and regulations;
- Cleaning up leaks, drips, and spills immediately;
- Conducting street sweeping during construction activities;
- Limiting the amount of soil exposed at any given time;
- Covering trucks;
- Keeping construction equipment in good working order; and
- Installing sediment filters during construction activities.

**Monitoring Phase:** Construction, Post Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Planning and Building Safety Department, Public Works Department  
**Monitoring Agency:** Planning and Building Safety Department, Public Works Department

**PDF F-3:** The Project shall meet the applicable requirements of the SUSMP adopted by the Los Angeles Regional Water Quality Control Board through the preparation and implementation of a Project-specific SUSMP.

**Monitoring Phase:** Construction, Post Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Planning and Building Safety Department, Los Angeles Regional Water Quality Control Board  
**Monitoring Agency:** Planning and Building Safety Department, Los Angeles Regional Water Quality Control Board

**PDF F-4:** The Project shall comply with all NPDES Permit and waste discharge requirements.

**Monitoring Phase:** Construction, Post Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Planning and Building Safety Department, Los Angeles Regional Water Quality Control Board  
**Monitoring Agency:** Planning and Building Safety Department, Los Angeles Regional Water Quality Control Board

**PDF F-5:** The Project shall comply with the requirements of the Los Angeles County MS4 Permit, which controls quality of runoff entering municipal storm drains in Los Angeles County.

**Monitoring Phase:** Construction, Post Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Planning and Building Safety Department, Los Angeles Regional Water Quality Control Board  
**Monitoring Agency:** Planning and Building Safety Department, Los Angeles Regional Water Quality Control Board

**PDF F-6:** The Project shall comply with City grading permit regulations, which require necessary measures, plans (including a wet weather erosion control plan if construction occurs during the rainy season), and inspection to reduce sedimentation and erosion.

**Monitoring Phase:** Construction, Post Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Planning and Building Safety Department, Los Angeles Regional Water Quality Control Board  
**Monitoring Agency:** Planning and Building Safety Department, Los Angeles Regional Water Quality Control Board

**PDF F-7:** The Project shall comply with all applicable federal, state, and local requirements concerning the handling, storage and disposal of hazardous waste.

**Monitoring Phase:** Pre-Construction, Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Planning and Building Safety Department  
**Monitoring Agency:** Planning and Building Safety Department

**PDF F-8:** All trash facilities shall be covered and isolated from stormwater runoff.

**Monitoring Phase:** Pre-Construction, Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Planning and Building Safety Department  
**Monitoring Agency:** Planning and Building Safety Department

*ii) Mitigation Measures*

**MM F-1:** The applicant must prepare a hydrology study of the development on the Project Site. Such study must be reviewed and approved by the City of El Segundo and any other applicable agency.

**Monitoring Phase:** Pre-Construction, Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Planning and Building Safety Department  
**Monitoring Agency:** Planning and Building Safety Department

**MM F-2:** The applicant must prepare runoff studies for the development on the Project Site so that the runoff from the Project area would not flow onto another area without the owner’s consent. Such studies must be reviewed and approved by the City of El Segundo and any other applicable agency.

**Monitoring Phase:** Pre-Construction, Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Planning and Building Safety Department  
**Monitoring Agency:** Planning and Building Safety Department

**MM F-3:** The applicant must prepare a master drainage plan for the development on the Project Site. This plan must include detailed hydrology/hydraulic calculations and drainage improvements, showing quantitatively how the Project will eliminate the potential for downstream flooding due to increased storm water runoff. This plan will also identify the proposed BMPs to be implemented in compliance with the requirements of the Standard Urban Storm Water Mitigation Plan and the ESMC. Such plan must be reviewed and approved by the City of El Segundo and the Los Angeles County Department of Public Works.

**Monitoring Phase:** Pre-Construction, Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Planning and Building Safety Department, Los Angeles County Department of Public Works

**Monitoring Agency:** Planning and Building Safety Department, Los Angeles County Department of Public Works

**MM F-4:** The applicant must design a conveyance and detainment system to meet the Los Angeles County Department of Public Works limits on the storm drains that would convey the Project Site’s discharge for the development on the Project Site.

**Monitoring Phase:** Pre-Construction, Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Planning and Building Safety Department, Los Angeles County Department of Public Works  
**Monitoring Agency:** Planning and Building Safety Department, Los Angeles County Department of Public Works

**MM F-5:** The Project must comply with City of El Segundo Ordinance No. 1347 and No. 1348, which establishes storm water and urban pollution controls.

**Monitoring Phase:** Pre-Construction, Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Planning and Building Safety Department  
**Monitoring Agency:** Planning and Building Safety Department

**MM F-6:** The Project owner/developer must maintain all structural or treatment control BMPs for the life of the project.

**Monitoring Phase:** Construction, Post-Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Planning and Building Safety Department, Public Works Department  
**Monitoring Agency:** Planning and Building Safety Department, Public Works Department

**J. Land Use/Planning**

No specific Project Design Features are proposed with regard to land use/planning. No mitigation measures are required.

**K. Mineral Resources**

No specific Project Design Features are proposed with regard to mineral resources. No mitigation measures are required.

**L. Noise**

No specific Project Design Features are proposed with regard to noise. No mitigation measures are required.

**M. Population, Housing, and Employment**

No specific Project Design Features are proposed with regard to population, housing, and employment. No mitigation measures are required.

**N. Public Services*****i) Fire Protection*****1) Project Design Features**

**PDF J-1:** The Project shall implement a Construction Management Plan (“CMP”) that would include street closure information, a detour plan, haul routes and a staging plan. The CMP would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The CMP shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site and shall include, but not be limited to: prohibition of construction worker parking on nearby residential streets; worker parking would be provided on-site or in designated off-site public parking areas; temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men); scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours to the extent feasible, to reduce the effect on traffic flow on surrounding streets; construction-related vehicles shall not park on surrounding public streets; and safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers as appropriate, especially as it pertains to maintaining safe routes to schools.

**Monitoring Phase:** Pre-Construction, Construction

**Implementation Party:** Applicant  
**Enforcement Agency:** Public Works Department  
**Monitoring Agency:** Planning and Building Safety Department

**PDF J-2:** Provide an automatic fire sprinkler system throughout each office/studio building, installed in accordance with California Fire Code Chapter 9 and the currently adopted edition of the NFPA 13.

**Monitoring Phase:** Pre-Construction, Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Fire Department  
**Monitoring Agency:** Planning and Building Safety Department

**PDF J-3:** Provide a manual fire alarm system throughout each building, installed in accordance with California Fire Code Chapter 9 and the currently adopted edition of NFPA 72.

**Monitoring Phase:** Pre-Construction, Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Fire Department  
**Monitoring Agency:** Planning and Building Safety Department

**PDF J-4:** Provide a manual standpipe system in each stairwell of the proposed parking garage, installed in accordance with California Fire Code Chapter 9 and the currently adopted edition of NFPA 14.

**Monitoring Phase:** Pre-Construction, Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Fire Department  
**Monitoring Agency:** Planning and Building Safety Department

**2) Mitigation Measures**

No mitigation measures are required.

**ii) *Police Protection***

No specific Project Design Features are proposed with regard to police protection. No mitigation measures are required.

**iii) *Schools***

No specific Project Design Features are proposed with regard to schools. No mitigation measures are required.

**iv) *Parks***

No specific Project Design Features are proposed with regard to parks. No mitigation measures are required.

**v) *Other Public Facilities***

No specific Project Design Features are proposed with regard to other public facilities. No mitigation measures are required.

**O. *Recreation***

No specific Project Design Features are proposed with regard to recreation. No mitigation measures are required.

**P. *Transportation/Traffic*****i) *Project Design Features***

**PDF K-1:** Prior to the start of construction, the Project Applicant shall prepare a Construction Traffic Management Plan and submit it to the City of El Segundo Traffic Division for review and approval. The Construction Management Plan shall include a Worksite Traffic Control Plan, which will facilitate traffic and pedestrian movement, and minimize the potential conflicts between construction activities, street traffic, bicyclists, and pedestrians. Furthermore, the Construction Traffic Management Plan and Worksite Traffic Control Plan shall include, but not be limited to, the following measures:

- Maintain access for land uses in the vicinity of the Project Site during construction;
- Schedule construction material deliveries during off-peak periods to the extent practical;
- Minimize obstruction of traffic lanes adjacent to the Project Site to the extent feasible;

- Organize Project Site deliveries and the staging of all equipment and materials in the most efficient manner possible, and on-site where possible, to avoid an impact to the surrounding roadways;
- Coordinate truck activity and deliveries to ensure trucks do not wait to unload or load at the Project Site and impact roadway traffic, and if needed, utilize an organized off-site staging area;
- Control truck and vehicle access to the Project Site with flagmen;
- Prepare a haul truck route program that specifies the construction truck routes to and from the Project Site;
- Limit sidewalk and lane closures to the maximum extent possible, and avoid peak hours to the extent possible. Where such closures are necessary, the Project’s Worksite Traffic Control Plan will identify the location of any sidewalk or lane closures and identify all traffic control measures, signs, delineators, and work instructions to be implemented by the construction contractor through the duration of demolition and construction activity; and/or
- Parking for construction workers will be provided either on-site or at off-site, off-street locations.

<b>Monitoring Phase:</b>	Pre-Construction, Construction
<b>Implementation Party:</b>	Applicant
<b>Enforcement Agency:</b>	Public Works Department, Traffic Division
<b>Monitoring Agency:</b>	Planning and Building Safety Department

**ii) Mitigation Measures**

**MM K-1:** Transportation Demand Management Program. A TDM program will be implemented as part of the mitigation package for the Project. Several TDM program elements are project design features that are currently proposed for implementation. Other TDM program elements would be developed as part of preparation of a detailed TDM plan, to be approved by City of El Segundo prior to approval of a final certificate of occupancy for the Project.

TDM strategies are aimed at discouraging single-occupancy vehicle trips and encouraging alternative modes of transportation such as carpooling, taking transit, walking, and biking. Strategies that are suggested as appropriate for this site, as targeted for the office land use, include:

- Commuter Trip Reduction (CTR) Program, Voluntary – The Project could implement a CTR program that encourages alternative modes of transportation such as carpooling, taking transit, walking, and biking. The voluntary program does not require monitoring and reporting and no

performance standards are established. The CTR program would provide employees with assistance in the following.

- Carpool encouragement,
- Ride-matching assistance,
- Preferential carpool parking,
- Flexible work schedules for carpools,
- Half time transportation coordinator; and
- Vanpool assistance.
- Due to the importance of information sharing and marketing, marketing strategies to reduce commute trips would be included as part of the CTR Program. Some marketing strategies may include:
  - New employee orientation of trip reduction and alternative mode options,
  - Event promotions; and
  - Publications.
- Car Share Program – This Project could implement a car-sharing program to allow people to have on-demand access to a shared fleet of vehicles on an as-needed basis. User costs are typically determined through mileage or hourly rates, with deposits and/or annual membership fees. The car-sharing program could be created through a local partnership or through one of many existing car-share companies. Employer-based programs provide a means for business/day trips for alternative mode commuters and provide a guaranteed ride home option.
- Site Design – Project site will be designed to encourage walking, biking, and transit. Amenities could include new, wider sidewalks and street trees along the site perimeter and bicycle parking, showers, and secure lockers.

<b>Monitoring Phase:</b>	Pre-Construction, Construction
<b>Implementation Party:</b>	Applicant
<b>Enforcement Agency:</b>	Public Works Department
<b>Monitoring Agency:</b>	Planning and Building Safety Department

**MM K-2:** Driveway 1. A proposed mitigation for the Project is to signalize Driveway 1. Currently proposed as a full-access unsignalized intersection, adding a signal will improve operations and increase safety (see the site access analysis in Chapter 6 of the Traffic Study). The intersection would remain full access, but the installation of a signal would allow for more controlled and efficient

movements. Installation of the signal would require approval from both the City of El Segundo and City of Manhattan Beach.

With the proposed mitigation of a signal at Driveway 1, Project related vehicular traffic would shift. Intersections directly affected by this shift would include those in close proximity to Driveway 3, such as Intersection 11: Nash Street & Park Place and Intersection 16: Nash Street & Rosecrans Avenue. Other intersections east of the Project Site would see minor changes in vehicular volume due to the shifting of Project traffic from primarily using Driveway 3 to access the site and instead using Driveway 1. The mitigation analysis takes into account this shift in traffic due to the proposed signal.

**Monitoring Phase:** Pre-Construction, Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Public Works Department, City of Manhattan Beach Public Works Department  
**Monitoring Agency:** Public Works Department, City of Manhattan Beach Public Works Department

**MM K-3:** Intersection 12. Douglas Street & Park Place. The mitigation involves signalizing the intersection that is currently stop-controlled. Special attention would be needed in the signal design for the westbound movement, which currently consists of two separate driveways. Signals may be needed that accommodate two separate westbound phases, or coordination with the private property owners may be needed to consolidate the two driveways. The measure would mitigate the significant impact under Existing and Future plus Project conditions. Installation of the signal would require approval from the City of El Segundo.

**Monitoring Phase:** Pre-Construction, Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Public Works Department  
**Monitoring Agency:** Public Works Department

**MM K-4:** Intersection 21. Isis Avenue & Rosecrans Avenue. This mitigation involves restriping the southbound lanes from one shared through left and one right to a left-only lane and a shared through/right lane. The southern portion of the intersection has one receiving through lane. This intersection is in the City of Hawthorne and the improvement would require approval of Hawthorne. The measure would mitigate the significant impact under Existing and Future plus Project conditions.

**Monitoring Phase:** Pre-Construction, Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Public Works Department, City of Hawthorne Public Works Department

**Monitoring Agency:** Public Works Department, City of Hawthorne Public Works Department

**MM K-5:** Intersection 24. I-405 Northbound On-/Off-Ramps & Rosecrans Avenue. This mitigation involves restriping the northbound off-ramp lanes from two lefts and one right to two left and one shared left/right. The western portion of the intersection has three receiving lanes for the left-turn movement. The existing median along Rosecrans Avenue may need to be cut back in order to accommodate the third left turning movement. This intersection is under Caltrans jurisdiction and the improvement would require approval of Caltrans. The measure would mitigate the significant impact under Existing and Future plus Project conditions.

**Monitoring Phase:** Pre-Construction, Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Public Works Department, Caltrans  
**Monitoring Agency:** Public Works Department, Caltrans

**Q. Tribal Cultural Resources**

*i) Project Design Features*

No specific Project Design Features are proposed with regard to tribal cultural resources.

*ii) Mitigation Measures*

**MM L-1:** Prior to issuance of a grading permit, the Applicant shall retain a qualified Native American Monitor (Monitor) from the Gabrieleno Band of Mission Indians-Kizh Nation to monitor all grading and excavation activities within the Project Site. The Monitor shall photo-document the grading and excavation activities and maintain a daily monitoring log that contains descriptions of the daily construction activities, locations and mappings of the graded areas, soils, and documentation of any identified tribal cultural resources. On-site monitoring shall end when the Project Site grading and excavation activities are completed, or when the Tribal Representatives and Monitor have indicated that the Project Site has a low potential for archaeological resources. If tribal cultural resources are encountered during monitoring, all ground-disturbing activities within 50 feet of the find shall cease and the Monitor shall evaluate the significance of the find, and if significant, recommend a formal treatment plan and appropriate measure(s) to mitigate impacts. Such measure(s) may include avoidance, preservation in place, archaeological data recovery and associated laboratory documentation, or other appropriate measures. The City shall determine the appropriate and feasible measure(s) that will be necessary to mitigate impacts, in consideration of the measure(s) recommended by the Monitor. The Applicant shall implement all measure(s) that the City determined necessary, appropriate and feasible. Within 60 days after grading and excavation activities are completed, the Monitor shall prepare and submit a final report to the City and the California Native American Heritage Commission. The

report shall include documentation of any recovered tribal cultural resources, the significance of the resources, and the treatment of the recovered resources. In addition, the Monitor shall submit the monitoring log and photo documentation, accompanied by a photo key, to the City.

<b>Monitoring Phase:</b>	Pre-Construction, Construction
<b>Implementation Party:</b>	Applicant
<b>Enforcement Agency:</b>	Planning and Building Safety Department
<b>Monitoring Agency:</b>	Planning and Building Safety Department

**R. Utilities/Service Systems**

*i) Water*

**1) Project Design Features**

**PDF M.1-1:** Any existing water meters, potable water service connections, fire backflow devices and potable water backflow devices shall be upgraded to current City Water Division standards. These devices shall be placed or relocated onto private property. In addition, any unused water laterals shall be abandoned and properly capped at the City main. The Contractor shall obtain necessary permits and licenses, and provide traffic control plans and shoring plans.

<b>Monitoring Phase:</b>	Pre-Construction, Construction
<b>Implementation Party:</b>	Applicant
<b>Enforcement Agency:</b>	Public Works Department
<b>Monitoring Agency:</b>	Planning and Building Safety Department

**2) Mitigation Measures**

No mitigation measures are required.

*ii) Wastewater*

**1) Project Design Features**

**PDF M.2-1:** The Project Applicant shall submit a Utility Plan to the City of El Segundo Public Works Department for review and approval. The Utility Plan shall show all existing and proposed utility improvements (sewer, water, gas, storm drain, electrical, etc.), their sizes and associated easements around the Project Site, and traffic control plans for work in the public right-of-way.

<b>Monitoring Phase:</b>	Pre-Construction, Construction
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**Implementation Party:** Applicant  
**Enforcement Agency:** Public Works Department  
**Monitoring Agency:** Planning and Building Safety Department

**PDF M.2-2:** The Project Applicant shall submit a Sewer Study to the City Engineer for review and approval. Any capacity deficiencies identified in the Sewer Study shall be addressed through upgrades. In addition, any unused sanitary sewer laterals shall be abandoned and properly capped at the City main. The Contractor shall obtain necessary permits and licenses, and provide traffic control plans and shoring plans.

**Monitoring Phase:** Pre-Construction, Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Public Works Department  
**Monitoring Agency:** Planning and Building Safety Department

## **2) Mitigation Measures**

No mitigation measures are required.

### ***iii) Solid Waste***

#### **1) Project Design Features**

**PDF M.3-1:** During construction, the Project would implement a construction waste management plan to recycle non-hazardous construction debris. Off-site recycling centers, such as asphalt or concrete crushers, would be utilized to provide crushed materials for roadbed base.

**Monitoring Phase:** Pre-Construction, Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Planning and Building Safety Department  
**Monitoring Agency:** Planning and Building Safety Department

**PDF M.3-2:** All structures constructed or uses established within any part of the Project shall be designed to be permanently equipped with clearly marked, durable, source sorted recycling bins at all times to facilitate the separation and deposit of recyclable materials.

**Monitoring Phase:** Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Planning and Building Safety Department

**Monitoring Agency:** Planning and Building Safety Department

**PDF M.3-3:** Primary collection bins shall be designed to facilitate mechanized collection of such recyclable wastes for transport to on- or off-site recycling facilities.

**Monitoring Phase:** Construction, Operation

**Implementation Party:** Applicant

**Enforcement Agency:** Planning and Building Safety Department

**Monitoring Agency:** Planning and Building Safety Department

**PDF M.3-4:** The Applicant or its successor shall continuously maintain in good order clearly marked, durable, and separate recycling bins on the same lot or parcel to facilitate the deposit of recyclable or commingled waste metal, cardboard, paper, glass, and plastic therein; maintain accessibility to such bins at all times for the collection of such wastes for transport to on- or off-site recycling plants; and require waste haulers to utilize local or regional material recovery facilities as feasible and appropriate.

**Monitoring Phase:** Construction, Operation

**Implementation Party:** Applicant

**Enforcement Agency:** Planning and Building Safety Department

**Monitoring Agency:** Planning and Building Safety Department

## **2) Mitigation Measures**

No mitigation measures are required.

### ***iv) Energy***

No specific Project Design Features are proposed with regard to energy. No mitigation measures are required.