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FINAL
INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

1950-1960 East Grand Avenue Project
1950 & 1960 East Grand Avenue
EA 1291

Prepared for Lead Agency:
CITY OF EL SEGUNDO
Development Services Department
350 Main Street
El Segundo, CA 90245
Contact: Paul Samaras, AICP
(310) 524-2340

August 2022

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INITIAL STUDY

1. Project Title:

1950-1960 East Grand Avenue Project

2. Lead Agency Name/Address:

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

3. Contact Person and Phone Number:

Paul Samaras, AICP, Principal Planner
(310) 524-2340

4. Project Location:

The Project site is located at 1950 and 1960 East Grand Avenue, in the north-central portion of the City of El Segundo, Los Angeles County, California. The rectangular site, which consists of two parcels, is located on the south side of East Grand Avenue approximately 500 feet east of Pacific Coast Highway (California State Route 1) and approximately 500 feet west of Continental Boulevard, with East El Segundo Boulevard forming the southern boundary of the block approximately 500 feet south of the site. The Project site is located approximately 1.8 miles south of Los Angeles International Airport (LAX) and 2 miles east of the Pacific Ocean. Regional access to the Project site is provided via Pacific Coast Highway; Interstate 405 (San Diego Freeway), approximately 1.3 miles east of the Project site; and Interstate 105 (Glen Anderson Freeway), approximately 0.8 miles to the north. The site is approximately 0.3 miles and 0.4 miles west of the LA Metro C (Green) Line's Nash/Grand station and El Segundo/Nash station, respectively.

Los Angeles County Assessor's Parcel Numbers (APN): The Project site comprises two contiguous parcels located at 1950 and 1960 East Grand Avenue with APNs 4138-007-065 and 4138-007-066, respectively.

Lot Size: Two lots, comprising approximately 233,922 square feet (5.37 acres).

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

Site Description: The Project site is rectangular shaped and consist of two parcels (1950 and 1960 East Grand Avenue). The property is currently improved with a 12-story office building with a height of 162 feet at 1960 East Grand Avenue, and an 11-level parking structure (with 2 subterranean levels and 9 above-grade levels) at a height of 110 feet with 819 parking spaces, at 1950 East Grand Avenue. In addition to the parking structure, the site contains 98 surface parking spaces: 79 spaces in a parking lot on the north side of the 11-level parking structure, 16 spaces across the frontage of both parcels adjacent to East Grand Avenue, and 3 spaces on the east side of the 12-story office building. The remainder of the site is improved with drive aisles, landscaped/amenity space, and a meandering walking path.

Figure 3 depicts the existing conditions on the Project site. **Figure 4** shows the proposed new 5-story office building and new 4-level parking structure and site changes along with the existing 12-story office building and 11-level parking structure that would remain. No changes are proposed for the existing building and parking structure, with the exception of minor, non-structural alterations to the existing parking structure to accommodate a pedestrian bridge from the structure to the new building to be located at 1950 E Grand.

5. Project Applicant's Name and Address:

Artisan Ventures LLC
3000 Olympic Boulevard, Suite 1255
Santa Monica, CA 90404

6. General Plan Designation:

Corporate Office

7. Zoning:

Corporate Office (CO)

8. Proposed Project Description:

Overview

The proposed Project includes the construction of a new 5-story commercial office building (4-story with mezzanine) and a new 23-space surface parking lot at 1950 East Grand Avenue, and a 4-level, 258-space parking structure at 1960 East Grand Avenue. The new office building would be located at the front of the parcel and would replace the surface parking spaces. The new building would be located in front of the existing 11-level parking structure. The new 23-space parking lot would be located directly east of the existing parking structure, at the rear of the parcel at 1950 East Grand Avenue. The proposed 4-level parking structure would be constructed directly behind the existing 12-story, 233,799-square-foot office building located at 1960 East Grand Avenue and would replace a landscaped area with a few tables and benches. Refer to **Figure 3** showing the location of the existing and proposed structures. No modifications are proposed for the existing 12-story office building at 1960 East Grand Avenue and the 11-level parking structure at 1950 East Grand Avenue, with the exception of minor modifications to accommodate a pedestrian bridge connecting the third floor of the new office building to the 11-level parking structure. The three surface parking spaces located on the eastern side of the existing office building parallel to the drive aisle would remain.

A new central plaza area would be developed between the new office and existing office buildings. The plaza would include outdoor seating areas with trellis structures defining the seating areas. Landscape materials would include a variety of drought-tolerant native and climate-adapted species that would provide shade and seasonal color. The Project would also include a Master Sign Program for the proposed site signage, which include exterior building wall signs and two monument signs proposed along the Grand Avenue street frontage (one sign per parcel) that are 16 feet in height. Refer to **Figure 4** for the site layout and **Appendix A** for the Preliminary Project Site Plan package.

Parcel 1 (1950 East Grand Avenue)

The proposed office building would have a contemporary design constructed with a rough sawn board form of concrete and use of architectural glass (Viracon or equivalent quality material) on all façades of the building, and accentuated with small patios and terraces. A roof deck at the rear of the building (third floor) would have a perforated metal trellis structure. The building would have a metal paneled standing seam roof. Building accents include black-painted concrete sections, perforated metal panels, corrugated metal panel roof screens, wood-look aluminum (Knotwood or equivalent quality material), and the use of folding door systems (Nanawall or equivalent quality material). Refer to **Figure 5** showing the conceptual perspective views of the proposed building.

The building would have a height of 96 feet, 5 inches, which is within the Corporate Office (CO) zone maximum height limit of 200 feet. The building would be 105,469 gross square feet and have 93,559 net square feet. Refer to **Figures 6** and **7** showing the north, south, east, and west exterior elevations. The CO zone allows a maximum floor area ratio (FAR) of 0.8:1, which equates to a maximum of 93,568 square feet of net floor area; therefore, the FAR for Parcel 1 would be 0.8:1, and within the allowable CO zone FAR.

The ground floor uses include a 1,962-square-foot ground floor lobby area, a 2,319-square-foot gym (for tenant use only) with a 775-square-foot outdoor patio area, a 1,324-square-foot café/deli (including kitchen and back of house area), and two tenant spaces. The remainder of the building would be occupied with office uses. The proposed office building would have a 34-foot setback from the frontage along Grand Avenue and 41-foot 10-inch setback from the western property line, which would exceed the required 10-foot setback distance.

The building design includes a private outdoor area for each tenant that is only accessible from the tenant space. The first-floor tenants would have patio areas between 263 and 347 square feet in size, and the other floors would have terraces up to 1,315 square feet in size. Additionally, a 4,081-square-foot rooftop terrace amenity would be accessible to the fifth-floor tenant. The rooftop terrace would be used primarily as a passive open space area with the flexibility to be used for occasional tenant events.

The proposed parking at 1950 East Grand Avenue would include a total of 842 parking spaces. As mentioned, the existing parking structure contains 819 parking spaces and has 9 levels above grade with 2 subterranean levels. The 87 surface parking spaces at 1950 East Grand Avenue would be demolished to construct the new office building. A new 23-space surface parking lot would be added to the 1950 East Grand Avenue parcel directly east of the existing 11-level parking structure; however, this lot is accessible through the proposed parking structure at 1960 East Grand (discussed below). The site would also be developed with new enhanced landscaping areas with a wide pedestrian-oriented terraced entry.

Two new small truck loading spaces would be added on the west side of the new office building toward the rear, screened from view of Grand Avenue, to provide the required loading spaces for the new office building.

Parcel 2 (1960 East Grand Avenue)

The proposed development also includes the construction of a 4-level, 258-space parking structure at 1960 East Grand Avenue, directly behind the existing 12-story, 233,799-square-foot (gross floor area) office building. This proposed structure would have a partially open

design constructed of painted concrete with the use of accent elements such as perforated metal panels and black-painted stairwells. Infilled sections of the facades of the new concrete parking structure would have a similar coloring as the concrete structure. Refer to **Figure 8** showing the conceptual perspective views of the proposed parking structure.

The parking structure would have a height of 58.25 feet and the existing 12-story office building is 162 feet in height, which are both within the allowable height limit (maximum height of 200 feet) of the CO zone. There are 11 existing surface parking spaces. The eight parking spaces located along the front of the office building will be demolished. The three parking spaces that will remain are located on the eastern side of the office building. The proposed parking structure would be designed with a required 10-foot setback from the eastern and southern property boundaries.

Parcel 2 is allowed a maximum of 93,568 square feet of net floor area based upon the current maximum FAR allowed in the CO zone. However, the existing 12-story building, which was approved under Environmental Assessment EA-012 on July 12, 1984, was built in 1986-87 with a FAR of 1.99:1, under a different zoning district designation ("Special Commercial (C-3) Zone") which had a maximum FAR of 2.0:1. The City has since reduced the FAR to 0.8:1, and the building is now legally nonconforming as to FAR. Since the proposed new 5-level parking structure does not contribute floor area, as defined in the El Segundo Municipal Code (ESMC §15-1-6, Definitions, and no alterations are proposed for this structure, the Project would not expand the nonconforming status of "Floor Area [Net]") and the property.

Outdoor Gathering Space and Landscaping

As mentioned, the new and existing office buildings would be complemented by a large outdoor landscaped plaza with seating, associated trellis structures, and fireplaces in several locations throughout the plaza. The plaza would have a drought-tolerant Mediterranean plant palette with a diverse variety of species of shrubs, groundcovers, grasses, and trees. Larger specimen trees are proposed to accentuate the central plaza and front setback areas.

Site hardscape materials in the plaza area include enhanced paving with precast pavers and wood decking in the outdoor seating areas. The outdoor seating areas would have perforated metal trellis structures. The plaster walls would be made of cast-in-place concrete. Vehicular circulation areas have been kept at the perimeter of the campus and the fire lane has been integrated in the hardscape/landscape design for an uninterrupted pedestrian flow within the plaza areas.

Additionally, stepped landscape planters and seating have been utilized to accommodate grade differences along the site frontage and within the central plaza. Seventy-four trees of varying species would be provided throughout the property with a variety of sizes in compliance with ESMC requirements. Refer to **Figure 9** showing the landscaping and planting plan for the plaza area and overall site landscaping.

Access, Circulation, and Parking

No new curb cuts are proposed along Grand Avenue. There are two existing curb cuts on Grand Avenue that would remain and provide driveway access to the existing 11-level parking structure, the new 4-level parking structure, the new 23-space surface parking lot,

and other on-site surface parking and loading spaces. One driveway is located on the west side of the location for the new 4-story building and the other driveway is located on the east side of the existing 12-story office building.

Both drive aisles/driveways allow two-way access. However, because there is a median along Grand Avenue, the western driveway is limited to right turn in and right turn out movements. The eastern driveway allows both right and left turn out movements as there is a break in the median directly aligned with the eastern driveway.

The driveways and drive aisle also provide access for emergency vehicle purposes as it is an existing fire lane. The existing fire lane currently is broken into two segments. One segment connects the western driveway to the existing parking structure at the rear of the parcel at 1950 East Grand Avenue. The other segment runs south from the eastern driveway, parallel to the eastern side of the existing building at 1960 East Grand Avenue, and wraps around the back of the building, connecting across the property line boundary to the parking structure on the 1950 East Grand Avenue property. The design of the two fire lane segments would be modified so that an additional segment connects the two segments together between the office buildings and the parking structures.

The Project would provide a total of 1,103 parking spaces combined for both parcels. The existing 12-story, 233,799-square-foot office building is required to provide 614 parking spaces, and the proposed 4-story, 93,559-square-foot office building would be required to provide 263 parking spaces, making a total combined requirement of 877 parking spaces. There would be a net total of 226 parking spaces in excess of the zoning code requirements, all of which would be provided at 1950 East Grand Avenue, where the new office building is proposed.

Virtually all of the 614 parking spaces required for the existing office building at 1960 East Grand Avenue (except for the existing 11 on-site parking spaces) have been provided off-site at 1950 East Grand Avenue in the 11-level parking structure since the office building at 1960 East Grand Avenue was built in 1987. The number of off-site parking spaces needed would be reduced as a result of the construction of the proposed new 4-level, 258-space parking structure on the 1960 East Grand Avenue parcel. A parking covenant would be provided for 353 off-site spaces that would still be needed (as 8 of the existing 11 on-site parking spaces would be removed). The Project approval would include a condition to allow reciprocal parking and ingress/egress and require an access easement across both parcels.

Loading Space

The existing 12-story building at 1960 East Grand Avenue has one existing truck loading space and 2 existing small truck loading spaces. The new 5-story building at 1950 East Grand Avenue will include two small truck loading spaces to comply with ESMC requirements for the new 93,559-net-square-foot office building.

A minimum of 56 bicycle spaces total for both sites combined would be provided in compliance with ESMC and California Green Building Standards Code (CalGreen) requirements.

Signs

The Project would include a Master Sign Program for the proposed site signage and exterior building wall signs. As part of the Master Sign Program, two monument signs are proposed along the Grand Avenue street frontage (one sign per parcel) that are 16 feet in height.

Construction and Grading Activities

The existing site is relatively flat with gentle sloping generally in a southeast direction. Modest grade changes would be made to the existing site so that the slope design has proper drainage for the proposed Project, considering the potential effects of high rainfall, private sewage systems, landscaping irrigation, and possible runoff from both on-site and adjacent development, in compliance with the ESMC and all applicable laws.

Construction of the proposed Project is anticipated to occur in one phase over an approximately 17$^{1}/_{2}$-month period, beginning approximately 12 months following approval of discretionary actions. The construction stages consist of approximately 4 weeks of site preparation (removal of vegetation, hardscape, and surface parking lot); grading for 7 weeks; building construction for 60 weeks (14 months); and architectural coating for 2 weeks, which overlaps with building construction. In addition to earthwork and installation of site improvements, construction activities would include connections to existing water, sewer, storm drainage, natural gas, an emergency generator to power critical systems in the new building and parking structure in the event of a power shortage, 2,500 kilovolt amps (kva) transformer, and electrical distribution facilities located on-site. The Project would require an estimated 9,720 cubic yards of cut and 1,600 cubic yards of fill, resulting in a net 8,120 cubic yards of export. Consistent with the City's Noise Ordinance, construction would occur Monday through Saturday between the hours of 7:00 a.m. and 6:00 p.m.

9. Surrounding Land Uses and Setting:

The Project site is located on a large block comprising two different commercial zoning districts (Corporate Office [CO] and the 199 North Continental Boulevard Specific Plan), which generally include a mix of office, hotel, and restaurant uses. Specifically, the surrounding area includes the following land uses:

North: The north side of Grand Avenue, bounded by Pacific Coast Highway to the west and Continental Boulevard to the east, contains office, hotel, and restaurant uses. Three multistory, multitenant buildings with office uses are located directly across Grand Avenue to the north with two additional smaller buildings with restaurant uses to the west of those buildings along the east side of Pacific Coast Highway. The Mattel Design Center is located directly across Grand Avenue, immediately east of the multitenant office buildings. The Doubletree by Hilton LAX-El Segundo Hotel and the Mattel corporate headquarters are east of the Mattel Design Center and northeast of the subject site. These land uses north of the Project site are all zoned CO in the City's zoning code.

East: One three-story office building is located directly to the east and adjacent to the subject property that has street frontage on both Grand Avenue and Continental Boulevard. This office building is located in the CO zone.

South: Additional multistory office buildings are located on the same block to the east and southeast. The property immediately south of the existing 12-story office

building at 1960 East Grand Avenue is the site of the Cambria Hotel and a 2-story parking structure to the east of the hotel, both with access from Continental Boulevard. A large surface parking lot serves the multistory, multitenant office building at the northwest corner of El Segundo Boulevard and Continental Boulevard. The Cambria Hotel is located within the 199 North Continental Boulevard Specific Plan. All other properties on the same block are located in the CO zone. Further south on the next block (south side of El Segundo Boulevard) is the Raytheon corporate campus.

West: The Pacific Corporate Towers office development is located directly to the west of the Project site. This development is composed of three office buildings and two parking structures and encompasses the entire eastern side of Pacific Coast Highway on the block bounded by Grand Avenue to the north and East El Segundo Boulevard to the south. The Pacific Corporate Towers office development is located in the CO zone.

10. Required Approvals:

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

- Environmental Assessment (EA 1291) for the new, approximately 93,559-net-square-foot, 5-story (4-story with a mezzanine level), new 4-level parking structure, and new 23-space surface parking lot.
- Site Plan Review (SPR 20-03) for a new commercial development that includes structures which have a combined gross floor area of more than 50,000 square feet (pursuant to ESMC Section 15-30-2).
- Off-site parking covenant and agreement (MISC 20-01) for 353 parking spaces for the existing 12-story office building at 1960 East Grand Avenue to be provided in the existing 11-level, 819-space parking structure at 1950 East Grand Avenue (reduction from existing 603 off-site parking spaces).
- Reciprocal access agreement for drive aisles and fire lane.
- Administrative Use Permit (AUP 20-03) to approve the Master Sign Program, which includes two 16-foot-tall monument signs.

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

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

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

One tribe has requested to be notified of projects in the City of El Segundo, the Gabrieleño Band of Mission Indians – Kizh Nation. Initial consultation began on May 18, 2021. Please

refer to the response to Checklist Item 18 for information regarding the consultation process with the Gabrieleño Band of Mission Indians – Kizh Nation.

13. References

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

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

DETERMINATION:

On the basis of this initial evaluation:

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

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

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

☐ I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required but must analyze only the effects that remain to be addressed.

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

Signature: _____ Date: _____

Printed Name: Paul Samaras, AICP For: City of El Segundo

Title: Principal Planner

1. AESTHETICS

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

Pursuant to Senate Bill (SB) 743 (Public Resources Code [PRC] Section 21099(d)), "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." PRC Section 21099 defines an "employment center project" as "a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area." PRC Section 21099 defines a "transit priority area" as an area within 0.5 miles of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan." PRC Section 21064.3 defines "major transit stop" as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. PRC Section 21099 defines an infill site as a lot located within an "urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses." The proposed Project is an employment center project (located in the CO zone with an FAR of 0.8:1 on Parcel 1 and 1.99:1 on Parcel 2), located on an infill site (previously developed), and within a transit priority area (within 0.5 miles of two major transit stops, 0.3 miles and 0.4 miles west of the LA Metro C (Green) Line's Nash/Grand station and El Segundo/Nash station, respectively). As such, the Project's aesthetic impacts shall not be considered a significant impact on the environment and the following aesthetics analysis is provided for informational purposes only.

Explanation of Checklist Responses

1.a) A scenic vista is generally considered a publicly accessible, prominent vantage point that provides expansive views of highly valued landscapes or prominent visual

elements. As described in the General Plan,[1] the City is located within the urbanized Los Angeles area and is considered part of the Los Angeles International Airport (LAX)/South Bay subregion at the southwestern edge of the Los Angeles coastal basin (**Figure 1**). The Project vicinity includes LAX and I-105 approximately 0.8 miles to the north, the Hyperion Sewage Treatment Plant 1.8 miles directly west along the Pacific Ocean coast, the Chevron Refinery 0.3 miles to the southwest, and the 405 freeway 1.3 miles to the east (**Figure 2**). The Project site is located in a predominantly urbanized area of the City, with a mix of office, hotel, and restaurant uses. The El Segundo General Plan Exhibit C-10 (Master Plan of Streets) identifies Grand Avenue as a secondary arterial and El Segundo Boulevard, the street south of the Project site, as a major arterial in an area of the City which consists of and is surrounded by urban and developed land (**Figure 3**). There are no scenic vistas as defined above or identified by the General Plan in the Project area. Further, there are no unique cultural or topographic features that offer a distinctive and enhanced visual setting which is recognized for its scenic vista qualities. Therefore, the Project would have **no impact** on a scenic vista or view.

1.b) The Project site is not located within a designated state scenic highway.[2] Further, the Project site is not visible from the designated scenic highways nearest to the site, which consist of a portion of Route 91 in Orange County and a portion of Route 27 in Topanga Canyon of Los Angeles County.[3] The Project site is located approximately 500 feet east of the Pacific Coast Highway, which includes portions identified as eligible State Scenic Highway segments; however, the Project site is not located near the eligible portions, the nearest being in Santa Monica, near Route 187 (Venice Boulevard), approximately 11 miles north.[4] As a result, the site is not be visible from the designated or eligible scenic highways. Further, there are no unique cultural, biological, or geographic features on-site that would be considered a scenic resource. Therefore, Project would have **no impact** to scenic resources within a state scenic highway.

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

A project is generally considered to have a significant visual/aesthetic impact if it substantially changes the character of an area such that it becomes visually incompatible or degrades the existing context and quality of the site and its surroundings. The Project site has been developed with the existing office building and parking structure constructed since the 1980s, and an associated parking lot. Landscaping, including a tree, is present along the Project site's Grand Avenue

1 City of El Segundo. 1992. *General Plan*.
2 Caltrans (California Department of Transportation). *California State Scenic Highway System Map.* Accessed online at https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa on February 7. 2022.
3 Caltrans (California Department of Transportation). *California State Scenic Highway System Map.* Accessed online at https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa on February 7. 2022.
4 Caltrans (California Department of Transportation). *California State Scenic Highway System Map.* Accessed online at https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa on February 7. 2022.

frontage. The Project area's visual character is defined by low- and mid-rise commercial and office developments. West of the Project site, encompassing the eastern side of Pacific Coast Highway, is an office development with three office buildings and two parking structures. Developments north of the site, across Grand Avenue and bounded by Pacific Coast Highway to the west and Continental Boulevard to the east, are office, hotel, and restaurant uses, including the Mattel Design Center and a DoubleTree by Hilton. To the east of the site is a three-story office building that has frontage on both Grand Avenue and Continental Boulevard. Developments south of the Project site include multistory office buildings, a surface parking lot, and the Cambria Hotel. **Figure 3** and **Figure 4** show the existing developments at the Project site and the immediate surroundings. The developments in the area consist of a variety of commercial (hotel and restaurant) and office uses that do not exhibit a distinct visual character and there is no uniformity of architectural styles or coherent visual theme.

The Project proposes to demolish the surface parking on the Project site, except for three spaces, construct a new 23-space surface parking lot, and construct a new office building and parking structure along with implementing a cohesive landscaped central plaza. The buildings would be constructed in a contemporary design, as shown in the architectural renderings on **Figures 6** and **7**. The office building will be constructed with a rough sawn board form of concrete and architectural glass, accentuated with small patios and terraces. The proposed parking structure would have a partially open design constructed of painted concrete with the use of accent elements such as perforated metal panels and black-painted stairwells. The unifying central plaza area would include enhanced paving, seating, trellis structures, fire features, and larger specimen trees.

As described and depicted in the architectural renderings, the Project would develop the existing site with a uniform and coherent architectural design. In summary, the Project would result in **no impact** on the visual character and visual quality in the Project area.

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

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

The Project proposes use of exterior security and safety lighting at entry areas, exit doors, select perimeters areas (i.e., at the north side of the buildings for safety visibility from Grand Avenue), at the roof terrace, and at the parking structure, which will be shielded, low lumen downlighting, and will conform to the minimum required lighting for safety and security in accordance with the 2019 California Building Code (CBC) Title 24, Lighting Guide, which has been adopted by the City . The Project exterior lighting has been designed in accordance with the Project photometric study and lighting datasheets, provided in **Appendix B**, which indicates no light spillage from the entire

Project property (office building and parking structures). As a result, no light from the Project is expected to spill onto adjacent properties or be a substantial source of light from off-site locations.

Glare. Glare and glint refer to the unwanted reflection of the sun's rays or other forms of light by the face of a reflective surface. Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare generation is typically related to either moving vehicles or sun angles. However, the proposed layout of the Project site and existing buildings prevents glare from causing significant impacts. The parking structures would be positioned to the south of both the existing and proposed office building, preventing glare from impacting adjacent lots to the south. An existing parking structure is present to the west of the Project site, which limits impacts. This parking structure would prevent an observer passing at speed, such as a motorist on East Grand Avenue, from being impacted by a direct reflection of light. Further, as identified in the Landscape Plan (**Appendix A**), the Project would provide trees along the site's frontage to East Grand Avenue. These trees would prevent glare from impacting motorists, pedestrians, and others to the north of the Project site. Finally, the existing structure to the east of the Project site would prevent the Project from producing glare on the eastern edge of the site. Due to the Project's positioning amongst structures which would shield the site from producing glare and the site design incorporating trees along the East Grand Avenue frontage, the Project would result in a **less than significant** impact related to light and glare.

2. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Explanation of Checklist Responses

2.a) The Farmland Mapping and Monitoring Program (FMMP) produces maps and statistical data that are used for analyzing impacts on California's agricultural resources. Agricultural land is rated according to soil quality and irrigation status. The maps are updated every two years with the use of a computer mapping system, aerial imagery, public review, and field reconnaissance. The FMMP produces Important Farmland Maps, which are a hybrid of resource quality (soils) and land use information. The Project site is identified as Urban and Built-Up Land,[5] which is defined as land occupied by structures with a building density of at least 1 unit to 1.5 acres, and is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, and other developed purposes.[6]

The Project site is currently developed with an office building and parking structure, and it is located in a fully developed and urbanized area of El Segundo. Further, the site is

5 California Department of Conservation. 2020. *California Important Farmland Finder*.
6 California Department of Conservation. 2020. *California Important Farmland Categories*.

not adjacent to or near any land used for agricultural purposes. The Project site is not designated in the FMMP as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and would not involve conversion of Farmland. As such, the Project would result in **no impact**.

2.b) The Project site and the surrounding area is not zoned for agriculture. Instead, the site is zoned Corporate Office (CO) and surrounding areas area zoned either CO, General Commercial, or Urban Mixed Use, or 199 North Continental Boulevard Specific Plan. None of these zones permit agricultural use and there is no farmland on-site or in the vicinity.[7] The proposed Project would have no impact involving a conflict with zoning for agricultural use. The Project site is not part of a Williamson Act contract or any other sort of deed or land use restrictions intended to preserve or foster agricultural uses; therefore, there would be **no impact** involving a conflict with such zoning or land restrictions.

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

2.d) The Project site has been previously developed with office uses and does not contain any forest land, which under PRC Section 12220, is defined as land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity. In addition to the existing office and parking structure developments on the Project property, the site also contains an existing landscaped/amenity area at the location of the proposed parking structure. This area has been developed with a walking path, seating areas, pond, and landscaped lawn with ornamental trees, including palm trees, such the previous natural conditions are no longer present. The Project site has been fully developed and is surrounded by areas similarly developed with commercial, office, hotel, and restaurant uses. There is no forest land or timberland on or near the Project site and the Project does not involve conversion of such land. Therefore, the Project would not cause the conversion of forest land to non-forest use, and would result in **no impact**.

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

7 El Segundo Municipal Code, Title 15, Chapter 5, Article C and Article D.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

The following analysis is based in part on the information contained in *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis* prepared by Vista Environmental dated March 20, 2022. This report is included as **Appendix C** of this IS/MND.

Background

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

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

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

Table 3-1. State and Federal Criteria Pollutant Standards

Air Pollutant	Concentration/Averaging Time		Most Relevant Effects
	California Standards	Federal Primary Standards	
Ozone (O_3)	0.09 ppm/1-hour 0.07 ppm/8-hour	0.070 ppm/8-hour	(a) Pulmonary function decrements and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) Vegetation damage; and (f) Property damage.
Carbon Monoxide (CO)	20.0 ppm/1-hour 9.0 ppm/8-hour	35.0 ppm/1-hour 9.0 ppm/8-hour	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; and (d) Possible increased risk to fetuses.
Nitrogen Dioxide (NO_2)	0.18 ppm/1-hour 0.030 ppm/annual	100 ppb/1-hour 0.053 ppm/annual	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (c) Contribution to atmospheric discoloration.
Sulfur Dioxide (SO_2)	0.25 ppm/1-hour 0.04 ppm/24-hour	75 ppb/1-hour 0.14 ppm/annual	(a) Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma.
Suspended Particulate Matter (PM_{10})	50 µg/m³/24-hour 20 µg/m³/annual	150 µg/m³/24-hour	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; and (c) Increased risk of premature death from heart or lung diseases in elderly.
Suspended Particulate Matter ($PM_{2.5}$)	12 µg/m³/annual	35 µg/m³/24-hour 12 µg/m³/annual	
Sulfates	25 µg/m³/24-hour	No Federal Standards	(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; and (f) Property damage.
Lead	1.5 µg/m³/30-day	0.15 µg/m³ /3-month rolling	(a) Learning disabilities; and (b) Impairment of blood formation and nerve conduction.
Visibility Reducing Particles	Extinction coefficient of 0.23 per kilometer - visibility of ten miles or more due to particles when relative humidity is less than 70 percent.	No Federal Standards	Visibility impairment on days when relative humidity is less than 70 percent.

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

Table 3-2. South Coast Air Basin Attainment Status

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

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

Explanation of Checklist Responses

3.a) As part of its enforcement responsibilities, the United States Environmental Protection Agency (USEPA) requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the federal and state ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

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

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

- Consistency Criterion No. 1: Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

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

Both of these criteria are evaluated in the following sections.

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

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

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

Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the Project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the Project are based on the same forecasts for regional growth as the AQMP. The AQMP is developed through use of the planning forecasts provided in the RTP/SCS (Connect SoCal) and the SCAG Federal Transportation

Improvement Program. The RTP/SCS is a major planning document for the regional transportation and land use network within Southern California. The RTP/SCS is a long-range plan that is required by federal and state requirements placed on SCAG and is updated every four years. The FTIP provides long-range planning for future transportation improvement projects that are constructed with state and/or federal funds within Southern California. Local governments are required to use these plans as the basis of their plans for the purpose of consistency with applicable regional plans under CEQA. For this Project, the City of El Segundo General Plan's Land Use Plan defines the assumptions that are represented in AQMP.

The Project site is currently designated as Corporate Office in the General Plan and is zoned Corporate Office (CO). The CO Zone permits a maximum floor area ratio (FAR) of 0.8:1. Parcel 1 is allowed a maximum of 93,568 square feet of net floor area. The FAR for Parcel 1 will be 0.8:1. As such, the Project is consistent with the existing land use designation and zoning. Therefore, the proposed Project is not anticipated to exceed the AQMP assumptions for the Project site and is found to be consistent with the AQMP for the second criterion. The proposed 5-level parking structure on Parcel 2 would not contribute floor area, as defined in the El Segundo Municipal Code (ESMC §15-1-6, Definitions).

Based on the above, the proposed Project will not result in an inconsistency with the SCAQMD AQMP. Therefore, the Project would result in a **less than significant impact** to implementation of the AQMP.

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

Construction Emissions

The Project construction activities are anticipated to include site preparation, grading, building construction, application of architectural coatings, and paving and site improvements. The construction emissions have been analyzed for both regional and local air quality impacts.

Construction-Related Regional Impacts

The CalEEMod model has been used to calculate the Project construction-related regional emissions. The worst-case summer or winter daily Project construction-related criteria pollutant emissions for each phase of construction activities are shown below in **Table 3-3**. Since it is possible that building construction/renovation, architectural coating, and paving/site improvement activities may occur concurrently towards the end of the building construction phase, **Table 3-3** shows the combined regional criteria pollutant emissions from these three construction stages (year 2024).

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

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

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Combined Site Preparation and Grading (Year 2022)[1]						
Onsite	2.94	35.49	23.11	0.08	2.77	1.74
Offsite	1.57	43.08	12.29	0.14	4.08	1.24
Total	**4.51**	**78.57**	**35.40**	**0.22**	**6.85**	**2.97**
Building Construction (Year 2023)						
Onsite	1.57	14.38	16.24	0.03	0.70	0.66
Offsite	0.43	2.16	4.72	0.02	1.56	0.43
Total	**2.01**	**16.55**	**20.97**	**0.05**	**2.26**	**1.09**
Combined Building Construction (Year 2024), Paving/Site Improvements, and Architectural Coatings						
Onsite	66.99	23.45	30.17	0.05	1.11	1.04
Offsite	0.55	2.23	5.89	0.02	1.85	0.56
Total	**67.53**	**25.69**	**36.06**	**0.07**	**2.96**	**1.60**
Maximum Daily Construction Emissions	**67.53**	**78.57**	**36.06**	**0.22**	**6.85**	**2.97**
SCQAMD Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:
1 Demolition and Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
2 Onsite emissions from equipment not operated on public roads.
3 Offsite emissions from vehicles operating on public roads.
Source: CalEEMod Version 2020.4.0.

Construction-Related Local Impacts

The local air quality emissions from construction were analyzed through utilizing the methodology described in *Localized Significance Threshold Methodology* (LST Methodology), prepared by SCAQMD, revised October 2009. The LST Methodology found that the primary criteria pollutant emissions of concern are nitric oxide (NO_x), carbon monoxide (CO), and particulate matter (PM_{10} and $PM_{2.5}$). In order to determine if any of these pollutants require a detailed analysis of the local air quality impacts, each phase of construction was screened using the SCAQMD's Mass Rate LST Look-up Tables. The Look-up Tables were developed by the SCAQMD to readily determine if the daily on-site emissions of CO, NO_x, PM_{10}, and $PM_{2.5}$ from a proposed project could result in a significant impact to the local air quality.

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

As shown in **Table 3-4**, the Project would not exceed any criteria pollutant local emissions thresholds during either site preparation/rough grading, grading/foundation, building construction, or the combined building construction, architectural coatings, and paving/site improvement phases. Therefore, construction of the Project would result in a **less than significant impact** to local air quality and no mitigation would be required.

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

Phase	Pollutant Emissions[1] (pounds/day)			
	NOx	CO	PM_{10}	$PM_{2.5}$
Combined Site Preparation and Grading (Year 2022)[2]	40.87	24.65	3.28	1.89
Building Construction (Year 2023)	14.65	16.83	0.89	0.71
Combined Building Construction (Year 2024), Paving/Site Improvements, and Architectural Coatings	24.67	31.02	1.42	1.19
Maximum Daily Construction Emissions	**40.87**	**31.02**	**3.28**	**1.89**
SCAQMD Local Construction Thresholds[3]	175	1,520	13	7
Exceeds Threshold?	No	No	No	No

Notes:
1 The Pollutant Emissions include 100% of the On-Site emissions (off-road equipment and fugitive dust) and 1/8 of the Off-Site emissions (on road trucks and worker vehicles), in order to account for the on-road emissions that occur within a 1/4 mile of the project site.
2 Demolition and Grading phases based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
3 The nearest offsite sensitive receptors are guests at the hotel located as near as 10 feet (3 meters) south of the project site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25-meter threshold.
Source: Calculated from SCAQMD's Mass Rate Look-up Tables for two and five acres in Air Monitoring Area 3, Southwest Coastal LA County.

Operational Emissions

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

Operations-Related Regional Criteria Pollutant Analysis

The operations-related regional criteria air quality impacts created by the Project have been analyzed through use of the CalEEMod model. The Project's worst-case summer or winter volatile organic compound (VOC), NO_x, CO, sulfur dioxide (SO_2), PM_{10}, and $PM_{2.5}$ daily emissions during long-term operations have been calculated and are summarized below in **Table 3-5**.

Table 3-5. Operational Regional Criteria Pollutant Emissions

Emissions Source	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Area Sources[1]	2.45	0.03	0.14	<0.00	<0.00	<0.00
Energy Usage[2]	0.03	0.30	0.25	<0.00	0.02	0.02
Mobile Sources[3]	2.65	2.65	24.31	0.05	5.39	1.46
Backup Generator[4]	0.32	0.89	0.81	<0.00	0.05	0.05
Total Emissions	**5.45**	**3.87**	**25.51**	**0.05**	**5.47**	**1.53**
SCQAMD Operational Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
1 Area sources consist of emissions from consumer products, architectural coatings, fire pits, and landscaping equipment.
2 Energy usage consist of emissions from natural gas usage.
3 Mobile sources consist of emissions from vehicles and road dust.
4 The size of the proposed backup generator has not yet been determined. This analysis is based on a 389 Horsepower diesel generator that has a cycling schedule of 30 minutes per week
Source: Calculated from CalEEMod Version 2020.4.0.

As shown in **Table 3-5**, the long-term operation of the Project would not exceed the criteria pollutant regional emissions thresholds. Therefore, operation of the Project would result a **less than significant regional air quality impact** and no mitigation would be required.

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

The proposed Project would not expose sensitive receptors to substantial pollutant concentrations. The local concentrations of criteria pollutant emissions produced in the nearby vicinity of the Project, which may expose sensitive receptors to substantial concentrations have been calculated for both construction and operations, which are discussed separately below. The discussion below also includes an analysis of the potential impacts from toxic air contaminant (TAC) emissions. The nearest sensitive receptors to the Project site are apartment and multifamily residential uses at the intersection of East Holly Avenue and Indiana Street, approximately 1,150 feet northwest of the Project site.

Construction-Related Sensitive Receptor Impacts

The Project construction activities are anticipated to include site preparation, grading, building construction, application of architectural coatings, and paving and site improvements. Construction activities may expose sensitive receptors to substantial pollutant concentrations of localized criteria pollutant concentrations and from TAC emissions created from on-site construction equipment, which are described below.

Local Criteria Pollutant Impacts from Construction

The local air quality impacts from the Project construction have been analyzed, with the results provided in **Table 3-4**, which provides the on-site emissions from the CalEEMod model for the different construction phases and the calculated localized emissions thresholds. Since it is possible that building construction, architectural coating, and paving/site improvement activities may occur concurrently, the results combine local criteria pollutant emissions from building construction, paving and architectural coating phases of construction. As shown, the Project construction emissions would not exceed the local NO_x, CO, PM_{10} and $PM_{2.5}$ thresholds of significance. Therefore, construction of the proposed project would create a **less than significant** construction-related impact to local air quality and **no mitigation** would be required.

Toxic Air Contaminants Impacts from Construction

The greatest potential for TAC emissions would be related to diesel particulate matter (DPM) emissions associated with heavy equipment operations during Project construction. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk." "Individual cancer risk" is the likelihood that a person exposed to concentrations of TACs over a 70-year

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

The Project construction activities involve the operation of diesel-powered haul trucks and off-road equipment that would operate between 270 feet and 1,000 feet from the nearest homes. Construction activities would generate up to 83 haul truck trips per day during the grading phase of construction. According to CAPCOA's 2009 *Health Risk Assessments for Proposed Land Use Projects*, CAPCOA recommends that sensitive receptors should not be placed within 1,000 feet of distribution centers that generate more than 100 trucks per day or more than 40 trucks per day with transport refrigeration units. Since construction activities would generate less than the 100 trucks per day threshold that would have the potential to create a significant TAC impact at the nearby sensitive receptors as determined by CAPCOA's screening criteria, the Project would result in a less than significant TAC impact from construction-related haul trucks.

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

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

Operations-Related Sensitive Receptor Impacts

The following sections analyze the effects of ongoing operations of the Project, and the potential to expose sensitive receptors to substantial pollutant concentrations from the potential local air quality impacts from on-site operations and from possible TAC impacts.

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

Local Criteria Pollutant Impacts from On-site Operations

The local air quality impacts from the Project operation would occur from on-site sources such as architectural coatings, landscaping equipment, and natural gas appliances, as well as from vehicle emissions from the Project site and the immediate vicinity. The local NOx, CO, PM_{10} and $PM_{2.5}$ emissions resulting from the Project operations were analyzed using the SCAQMD's Mass Rate LST Look-up Tables and the methodology described in LST Methodology, and the results are summarized in **Table 3-5**. As shown, operation of the Project would not exceed the LST thresholds of significance. Therefore, the ongoing operations of the proposed Project would create a **less than significant** operations-related impact to local air quality due to on-site emissions and no mitigation would be required.

Operations-Related Toxic Air Contaminant Impacts

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

According to the ITE Trip Generation 10th Edition Supplement, Version 2/20/2020, for the ITE Land Use 710 – General Office Building, daily truck trips represent 1 percent of the overall trip generation for the proposed Project. Since the Transportation Impact Analysis (**Appendix I**) found that the proposed Project would generate 976 gross daily trips, this would result in approximately 10 daily truck trips per day or 5 truck deliveries per day to the Project site. Since the proposed Project would generate well below the 100 trucks per day threshold that would have the potential to create a significant TAC impact at the nearby sensitive receptors as determined by CAPCOA's screening criteria, a **less than significant** TAC impact would occur during the ongoing operations of the proposed Project and no mitigation would be required.

Therefore, operation of the proposed Project would result in a **less than significant** exposure of sensitive receptors to substantial pollutant concentrations and no mitigation measures are required.

3.d) The Project would not create objectionable odors affecting a substantial number of people. Individual responses to odors are highly variable and can result in a variety of effects. Generally, the impact of an odor results from various factors such as frequency, duration, offensiveness, location, and sensory perception. The frequency is a measure of how often an individual is exposed to an odor in the ambient environment. The intensity refers to an individual's or group's perception of the odor strength or concentration. The duration of an odor refers to the elapsed time over which an odor is experienced. The offensiveness of the odor is the subjective rating of the pleasantness or unpleasantness of an odor. The location accounts for the type of area in which a

potentially affected person lives, works, or visits; the type of activity in which he or she is engaged; and the sensitivity of the impacted receptor.

Construction-Related Odor Impacts

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

Operations-Related Odor Impacts

The Project is not considered an intensive odor-generating use such as landfills, solid waste transfer stations, material recovery facilities, and rendering plants. Potential sources that may emit odors during the ongoing operations of the Project would primarily occur from the and diesel emissions from the backup generator as well as the outdoor trash storage areas. The operation of the backup diesel generator would be limited to 200 hours or less per year and would include an exhaust stack with a diesel particulate filter that would limit the exhaust and associated odors created from the generator. There would be no odor sources from building interior activities or building systems that would reach the outdoor atmosphere. Pursuant to City regulations, permanent trash enclosures that protect trash bins from rain and limit air circulation would be required for the trash storage areas. Due to the distance of the nearest receptors (1,150 feet or 0.2 mile) from the Project site and through compliance with SCAQMD's Rule 402 (odor regulations), Rule 110.2 (backup generator regulations) and City trash storage regulations, a less than significant impact related to odors would occur during the ongoing operations of the proposed Project. Therefore, a **less than significant** odor impact would occur and no mitigation would be required.

4. BIOLOGICAL RESOURCES

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

Explanation of Checklist Responses

4.a–d) The Project site is in a fully developed, urbanized portion of the City and is not located in an area with high ecological sensitivity. As previously mentioned, the Project site is currently developed with an existing office building, parking structure, and surface parking lot. There are a total of 109 trees located on-site, which are ornamental trees, with 107 proposed to be removed. None of these trees are identified as protected trees, which include listed trees under the California Endangered Species Act, native trees identified in the Native Plant Protection Act, and street trees. The two trees to remain are located in the southwest portion of the site. There are ornamental trees and shrubs along the Project site's frontage along Grand Avenue that vary in size, species, and health. Other ornamental trees and shrubs are throughout the existing surface parking, central plaza, to the east and south of the existing office building, and along the northern edge of the parking structure; however, given that these trees are located within an urbanized area and surrounded by impervious surfaces, they are unlikely to support any sensitive wildlife species. There are no street trees across the property frontage. As such, ESMC Title 9 Chapter Three (Street Trees), which states that removal of a street tree by a private entity requires a permit from the City, would not apply. The Project proposes to plant 74 trees of a varying species throughout the Project site,

including a selection of olive, Chinese elm, jacaranda, and other species that would visually enhance the plaza. Other areas enhanced with new trees include the front setback area of buildings along the Grand Avenue street frontage and throughout the new surface parking lot next to the existing parking structure.

The Project site does not contain any natural vegetation, natural communities, or biological resources that could support any sensitive plants or wildlife species. The property is not in an area designated as critical habitat for any sensitive wildlife species, nor is the area subject to any conservation plans, recovery plans, or similar policies and ordinances. There are no wetlands, marshes, surface drainages, ponds, lakes, streams, or any type of water-based habitat or any riparian communities on or near the Project site.[10] No food or water sources are on-site or in the surrounding areas that would support migrating fish or wildlife. The vegetation and animal species supported in the limited man-made ornamental landscaping beds include species that are commonly found in urban environments and are thus not protected by California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. As a result, the Project would have **no impact** on sensitive or protected biological resources, migratory wildlife corridors, or protected wetland and riparian habitats.

4.e) As stated above, there are limited ornamental trees and shrubs along the Project site's Grand Avenue frontage that vary in size, species, and health. The proposed Project would provide landscaping to meet the types and minimum sizes of plant material (trees, shrubs, and groundcover) in landscaped areas in the plaza and in setback areas as required by the ESMC. Street trees would be installed where required and where feasible in compliance with the requirements of the ESMC and the City's Master Street Tree Plan. As stated above, 74 trees of varying species would be planted throughout the Project site, including California sycamore, olive, Chinese elm, and jacaranda. Other areas enhanced with new trees would include the front setback area along the Grand Avenue street frontage and throughout the proposed surface parking lot to the east of the existing parking structure. Compliance with the City's Street Tree chapter of the ESMC, which would be confirmed through the City's plan check process, would ensure that the Project would not conflict with an applicable local policy or ordinance protecting biological resources. As such, the Project would result in **no impact**.

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

10 USFWS. *National Wetlands Inventory*. https://www.fws.gov/wetlands/data/mapper.html, Accessed on February 22, 2022.

5. CULTURAL RESOURCES

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

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

Explanation of Checklist Responses

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

The potential for historic resources on the Project site was evaluated in the Project Cultural Resources Memorandum by Michael Baker International (see **Appendix D**). The Project area was undeveloped until 1927, when the land was used for agricultural purposes. By 1952, agricultural development of the Project site had ceased. No built features are depicted within the Project area until 1971 with a small rectangular building in the northwest corner of the Project site. By 1981, the small rectangular building is no longer extant. During the 1980's the site was used for motor vehicle parking.[11] Then the site was developed with the existing 12-story office building and parking structure, with the Certificates of Occupancy issued on March 31, 1987 and on August 13, 1987, respectively. By 1991, the Project site is depicted with the current multistory commercial office building, parking lot, and plaza. The existing structures and resources were evaluated in accordance with Section 15064.5(a)(2)–(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code, and they do not appear to be historic resources for the purposes of CEQA. As evaluated in the Project Cultural Resources Memorandum, the Project site neither contains structures listed on the National Register of Historic Places nor includes structures listed as a Los Angeles Historic–Cultural Monument. As such, the Project would have **no impact** on a historic resource.

11 Historical Aerials Website: 1950 East Grand Avenue, El Segundo. https://historicalaerials.com/viewer. Accessed April 21, 2022.

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

The earliest inhabitants to the Los Angeles Basin occurred in the Paleocoastal or Paleoindian Period terms, indicating proximity to the coast, and generally dated to between about 13,000 and 8,500 before present (BP). These earliest inhabitants were highly mobile hunter-gatherers. From about 8,500 BP and 3,500 BP, the Encinitas tradition was a widespread cultural phenomenon in the Basin area distinguished by an abundance of manos and metates and a dearth of vertebrate faunal remains, projectile points, and mortar and pestle groundstone tools.

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

The Project area was once part of Rancho Sausal Redondo, and as mentioned above, remained undeveloped until 1927. The cultural resources assessment included a records search (File No. 21729.7831) on June 15, 2021, through the South Central Coastal Information Center (SCCIC). The SCCIC, as part of the California Historical Resources Information System, California State University, Fullerton, an affiliate of the California Office of Historic Preservation (OHP), is the official state repository of cultural resources records and reports for Los Angeles County. Three cultural resource reports were previously completed within the Project area, and two were completed within the quarter-mile search area, as identified in **Table 5-1.**

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

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

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

Author(s)	Date	Title	Within Project Site Area?	Resources in Project area?
Wlodarski, Robert J.	1986	*Negative Archaeological Survey Report for O7-la-1 23.4/25.2*	No	No
Stickel, Gary E.	1993	*Draft Report a Phase I Cultural Resources Literature Search for the West Basin Water Reclamation Project*	Yes	No
Maki, Mark K.	2005	*Records Search Results for the Chevron El Segundo Refinery, El Segundo, Los Angeles County*	No	No
Harper, Caprice D. and Francesca Smith	2008	*Preliminary Cultural Resources Survey for the Formation of the Wiseburn Unified School District Project, Cities of El Segundo and Hawthorne, and Unincorporated Los Angeles County, CA*	Yes	No
Metro	2011	*Crenshaw/LAX Transit Corridor Project Final Environmental Impact Report/Final Environmental Impact Statement*	Yes	No

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

Timing/Implementation: *Applicant shall submit a copy of the executed agreement with the contracted qualified archaeologist to the City prior to any ground-disturbing activity for the project, or the issuance of any permit necessary to commence a ground-disturbing activity, whichever is earlier.*

Monitoring/Enforcement: *El Segundo Development Services Department*

5.c) No evidence of any prior human burials or use as a burial ground was identified in the Cultural Resources Assessment (see **Appendix D**) and Native American consultation process conducted for this property. Based on the fully developed conditions on the site and the extent of disturbance on the entire property, the likelihood that Project construction would encounter and impact any human remains is expected to be remote.

In the unlikely event that human remains are encountered during Project ground-disturbing activities, the remains shall be treated in accordance with California Health and Safety Code Section 7050.5, which states that no further disturbance shall occur

until the County coroner has made a determination of the origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County coroner shall be notified immediately. If the human remains are determined to be prehistoric, the coroner shall notify the Native American Heritage Commission, which shall determine and notify the most likely descendant. The most likely descendant shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Compliance with these regulations would reduce any potential impacts to a **less than significant** level.

6. ENERGY

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

The following analysis is based in part on the information contained in *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis* prepared by Vista Environmental dated March 20, 2022. This report is included as **Appendix C** of this IS/MND.

Explanation of Checklist Responses

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

Project Construction

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

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

Construction-Related Electricity

During construction, the Project would consume electricity to construct the new structures and infrastructure. Electricity would be supplied to the Project site by Southern California Edison (SCE) and would be obtained from the existing electrical lines on the Project site. The use of electricity from existing power lines rather than temporary diesel or gasoline powered generators would minimize impacts on energy use. Electricity consumed during Project construction would vary throughout the construction period

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

Since SCE already provides power to the Project site, it is anticipated that only nominal improvements would be required to SCE distribution lines and equipment with development of the proposed project. Compliance with the 2019 California Electrical Code, as adopted by the City, and SCE requirements would ensure that the proposed Project fulfills its responsibilities relative to infrastructure installation, coordinates any electrical infrastructure removals or relocations, and limits any impacts associated with construction of the project. Construction of the Project's electrical infrastructure is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity. Impacts would be **less than significant** and no mitigation would be required.

Construction-Related Natural Gas

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

Construction-Related Petroleum Fuel Use

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

The off-road construction equipment fuel usage was calculated through use of the off-road equipment assumptions and fuel use assumptions provided by the applicant, which found that the off-road equipment utilized during Project construction would consume 52,904 gallons of fuel. The on-road construction trips fuel usage was calculated through use of the construction vehicle trip assumptions and fuel use assumptions, which found that the on-road trips generated from Project construction,

including truck haul trips to export soil cut and site preparation debris, would consume 40,837 gallons of fuel. As such, the combined fuel used from off-road construction equipment and on-road construction trips for the proposed Project would result in the consumption of 93,742 gallons of petroleum fuel. This equates to 0.0024 percent[12] of the gasoline and diesel consumed in the County of Los Angeles annually.

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

Operations-Related Electricity

Electricity would be supplied to the Project site by Southern California Edison (SCE) and would be obtained from the existing electrical lines on the Project site. SCE has issued a will-serve letter to confirm they are able to provide service to the site operations. Operation of the Project would result in consumption of electricity for interior and exterior lighting, heating and cooling systems, a variety of electrical appliances and office machinery, electrical vehicle charging infrastructure, and for outdoor irrigation system controls. The Project electricity consumption during operations was calculated to be 1,882,988 kilowatt-hours per year of electricity. This equates to 0.0029 percent[13] of the electricity consumed annually in the County of Los Angeles.

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

12 According to the California Energy Commission's "2010-2017_A15_Results.xlsx", in 2017, 3,659 million gallons of gasoline and 300 million gallons of diesel was sold in Los Angeles County. Data accessed on February 7, 2022 at: https://ww2.energy.ca.gov/almanac/transportation_data/gasoline/).

13 According to the California Energy Commission, in 2020, Los Angeles County consumed 65649.87 Gigawatt-hours per year of electricity. Data accessed on February 7, 2022 at: http://www.ecdms.energy.ca.gov/elecbycounty.aspx,)

Operations-Related Natural Gas

Natural gas would be supplied to the Project site by SoCalGas, who has issued a will-serve letter to confirm they are able to provide service to the site operations. Project]]operations, which include use of outdoor fireplaces, would result in increased consumption of natural gas, which was calculated to be 1,087 MBTU per year of natural gas. This equates to 0.0004 percent[14] of the natural gas consumed annually in Los Angeles County.

As mentioned previously, the Project would be required to comply with all Federal, State, and City requirements, including those related to the natural gas consumption. These include CCR Title 24, Part 6 *Building Energy Efficiency Standards* and CCR Title 24, Part 11: *California Green Building Standards.* The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into projects, including enhanced insulation as well as use of efficient natural gas appliances and HVAC units. Therefore, it is anticipated the Project will be designed and built to maximize efficiency of natural gas use and that existing and planned natural gas capacity and natural gas supplies would be sufficient to support the proposed Project's natural gas demand. Thus, impacts with regard to wasteful or inefficient use of natural gas supply and infrastructure capacity would be **less than significant** and no mitigation measures would be required.

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

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

14 According to the California Energy Commission, in 2020, Los Angeles County consumed 2,936.69 million therms of natural gas. Data accessed online on February 7, 2022 at: http://www.ecdms.energy.ca.gov/gasbycounty.aspx.

7. GEOLOGY AND SOILS

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

This section is based, in part, on the Report of Geotechnical Consultation prepared by Wood Environment & Infrastructure Solutions, Inc., revised November 3, 2020, which is included as **Appendix D** of this IS/MND and the Project Preliminary Low Impact Development (LID) Report prepared by Ware Malcomb, dated June 16, 2021, provided in **Appendix F**.

Explanation of Checklist Responses

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

issue maps delineating these zones. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet). The act defines active faults as those that have experienced surface displacement or movement during the last 11,000 years.

The Project site is located at 1950 and 1960 Grand Avenue, in a seismically active region in Southern California near several fault systems. According to the Department of Conservation and provided in the Project geotechnical investigation (**Appendix E**), the Project site is not affected by a State-designated Alquist-Priolo Earthquake Fault Zone.[15] Mapped fault zones closest to the Project vicinity include the Newport-Inglewood, Palos Verdes, Puente Hills (LA), and Santa Monica Faults, located 3.6, 4.9, 8.1, and 8.9 miles, respectively, from the Project site. The geotechnical report did not identify any traces of faults on or near the Project site, and the site does not lie within the boundaries of a known earthquake fault zone. The Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving rupture of a known earthquake fault. Because there are no known faults on or near the Project site, the Project would be expected to result in **no impact**.

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

As mentioned above, the nearest known active faults are the Newport-Inglewood, Palos Verdes, Puente Hills (LA), and Santa Monica Faults, located 3.6, 4.9, 8.1, and 8.9 miles from the Project site, with anticipated maximum moment magnitudes (Mw) of 7.5, 7.7, 7.0, and 7.4, respectively. Seismic activity along these faults or on any other of the numerous faults in the Southern California area would cause seismic ground shaking in El Segundo and consequently is considered during project design.

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

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

7.a.iii) Liquefaction is the transformation of a deposit of soil from a solid state to a liquefied state, typically during prolonged ground shaking events such as earthquakes, and the soil acquires mobility sufficient to permit both horizontal and vertical movements.

15 California Department of Conservation. EQ Zapp: California Earthquake Hazards Zone Application (https://maps.conservation.ca.gov/cgs/EQZApp/app/).

According to the Project's preliminary geotechnical investigation, the Project site is not located in a California Geological Survey Liquefaction Hazard Zone, which is defined as areas where historical occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacement. Groundwater was not encountered during prior geotechnical explorations that reached a depth of 101 feet. Given this depth to groundwater, the site is not subject to liquefaction-induced settlement. Additionally, as the Project would be required to be designed in accordance with CBSC and ESMC standards, the Project would be expected to result in **less than significant** impacts to liquefaction hazards and no mitigation would be required.

7.a.iv) The Project site is characterized by relatively flat topography. No unusual geographic features exist on the site or in its vicinity; thus, the site does not have the potential to slide or to experience sliding from adjacent areas. According to the California Department of Conservation, the Project site is not located in a landslide hazard area. Therefore, Project implementation would not expose people or structures to landslides.[16] Thus, **no impact** would occur.

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

However, the Project would be subject to the requirements of the National Pollutant Discharge Elimination System (NPDES) program and the Los Angeles County Separate Storm Sewer System (MS4) Permit (NPDES Permit No. CAS004004, Order No. R4-2021-0105) (implemented through a Stormwater Pollution Prevention Plan [SWPPP] and Standard Urban Stormwater Mitigation Plan [SUSMP]) and the City's Municipal Code. Both the ESMC and the SUSMP require application of erosion and sedimentation control best management practices (BMPs) during construction for proper water quality management. Erosion control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. The Project's preliminary drainage design, which include erosion control and sedimentation control BMPs implemented for Project operation is provided in **Appendix F**. Further, the Project applicant is required to comply with SCAQMD Rule 403, which would reduce the potential for wind erosion by requiring the implementation of dust control measures during construction.

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

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

16 California Department of Conservation. EQ Zapp: California Earthquake Hazards Zone Application (https://maps.conservation.ca.gov/cgs/EQZApp/app/).

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

7.d) Based on the geotechnical report prepared for the Project (**Appendix E**), the site is underlain by fill ranging from 2 feet to 22 feet below ground surface (bgs). This fill consisted of silty sand and sand. Below the fill, the soil is primarily sand with some near surface silty sands and layers of clayey silt and sandy silt below a depth of 80 feet bgs. As recommended in the geotechnical report, any imported fill would consist of non-expansive soils. Therefore, the proposed Project's impacts related to expansive soils would be **less than significant** and no mitigation would be required.

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

7.f) The Project site does not contain any unique geological feature or formation. As discussed previously, the entire Project property has been highly disturbed with prior agricultural uses and subsequently developed with the current buildings and parking lot. As shown in the Project's geotechnical report (**Appendix E**), subsurface boring has indicated that the Project site sediments consist of artificial fill ranging from 2 feet to 22 feet, followed by underlying eolian deposits. Based on prior paleontological investigations performed for the Crenshaw Transit Corridor Project and LAX Master Plan Final EIS/EIR, which include the Project area, sensitive paleontological resources were identified in the Project vicinity. Construction of the office building and parking structure would require excavations exceeding 1 foot during the foundation work. As a result, the Project has the potential to disturb unknown paleontological resources. The following Mitigation Measure PALEO-1 will be implemented such that in the event of any discovery of unknown paleontological resources during earthwork, impacts would be **less than significant with mitigation**.

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

to the City prior to any ground-disturbing activity for the project, or the issuance of any permit necessary to commence a ground-disturbing activity, whichever is earlier. WEAP training shall be administered prior to the start of earthwork activities and shall be administered to any new construction workers involved in excavation efforts associated with the Project.

Monitoring/Enforcement: *El Segundo Development Services Department*

8. GREENHOUSE GAS EMISSIONS

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

The following analysis is based in part on the information contained in *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis* prepared by Vista Environmental dated March 2022. This report is included as **Appendix C** of this IS/MND.

Explanation of Checklist Responses

8.a) Amendments to CEQA Guidelines Section 15064.4 were adopted to assist lead agencies in determining the significance of GHG emissions impacts. CEQA Guidelines Section 15064.4 gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. If a qualitative analysis is used, in addition to quantification, this section recommends certain qualitative factors that may be used in the determination of significance (i.e., extent to which the project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs). The amendments to CEQA Guidelines Section 15064.4 do not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions.

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

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

Table 8-1. Project Related Greenhouse Gas Annual Emissions

Category	Greenhouse Gas Emissions (Metric Tons per Year)			
	CO_2	CH_4	N_2O	CO_2e
Area Sources[1]	0.51	<0.00	<0.00	0.51
Energy Usage[2]	393.35	0.03	<0.00	395.42
Mobile Sources[3]	641.50	0.05	0.03	651.37
Backup Generator[4]	3.85	<0.00	<0.00	3.86
Solid Waste[5]	8.83	0.52	<0.00	21.88
Water and Wastewater[6]	53.80	0.44	0.01	67.94
Construction[7]	28.72	<0.00	<0.00	29.21
Total GHG Emissions	**1,130.55**	**1.04**	**0.04**	**1,170.19**

Notes:
1 Area sources consist of GHG emissions from consumer products, architectural coatings, and landscaping equipment.
2 Energy usage consists of GHG emissions from electricity and natural gas usage.
3 Mobile sources consist of GHG emissions from vehicles.
4 The size of the proposed backup generator has not yet been determined. This analysis is based on a 389 Horsepower diesel generator that has a cycling schedule of 30 minutes per week.
5 Waste includes the CO2 and CH4 emissions created from the solid waste placed in landfills.
6 Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
7 Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009.
Source: CalEEMod Version 2020.4.0.

The data provided in **Table 8-1** shows that the Project would generate 1,170.19 metric tons of carbon dioxide equivalent ($MTCO2_e$) per year of GHGs, which includes the 30-year amortized construction emissions, and is below the SCAQMD draft GHG significance threshold of 3,000 $MTCO2_e$ per year for residential/commercial sector uses.[17] It should be noted that **Table 8-1** is based on current emission rates from area sources, energy usage, solid waste, water and wastewater sources. State regulations, including SB 100 (Chapter 312, Statutes of 2018) that requires 100 percent of retail sales of electricity to be generated from zero-carbon emissions sources by 2045, along with other regulations aimed at GHG reduction from other sources, will result in further reducing these emissions sources. In addition, the transportation sources only incorporate previously adopted state regulations and do not account for recent state regulations, including the anticipated reductions from Executive Order N-79-20 that requires 100 percent of new passenger vehicles sold in California to be zero-emissions by 2035. The Project's consistency with the El Segundo CAP is provided in **Table 8-2,** below. In summary, proposed Project would not generate substantial levels of GHG emissions, either directly or indirectly, that may have a significant impact on the environment. Project impacts would be **less than significant** and no mitigation measures would be required.

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

17 SCAQMD, *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans*, October 29, 2008.

Table 8-2. Consistency with the El Segundo CAP

Sub-Strategies	Project Consistency
Goal LUT: A – Accelerate the Market for EV Vehicles	
LUT: A1 EV Parking Policies	**Not Applicable**. This Strategy requires the City to consider allowing a reduction of parking spaces in exchange for EV or Neighborhood Electric Vehicle (NEV) parking. The Project applicant is not requesting a reduction in parking spaces. Nevertheless, the Project is proposing 7 electric vehicle spaces.
LUT: A2.4 Adopt charging standards beyond CalGreen 2016 requirements.	**Does not conflict**. This action is applicable to the City to implement. However, the Project is required to meet CalGreen 2016 requirements for on-site electric vehicle charging infrastructure.
LUT: A2.5 Create policies that encourage facility owners to provide level 1 charging.	**Not Applicable**. This action is applicable to the City to implement. However, the Project will include designated EV parking.
Goal LUT: B – Encourage Ride-Sharing	
LUT: B1 Facilitate Private and Public Mobility Services (Ride-Hailing, Ride-Sharing, Car-Sharing, Bike-Sharing)	**Not Applicable**. This policy is only applicable to the City to work with private and public services to provide different types of mobility services for sharing.
LUT: B1.1 Facilitate bike-sharing.	**Does not conflict.** This policy is applicable to the City to implement; however, the Project supports this goal by providing both short-term and long-term bike parking.
LUT: B1.2 Facilitate car-sharing.	**Does not conflict.** This policy is applicable to the City to implement.
LUT: B1.3 Facilitating ride-hailing and ride-sharing.	**Does not conflict**. This policy is applicable to the City to implement. However, the Project is over parked and the proposed extra parking spaces could be used for ride-hailing and ride-sharing uses in the future.
Goal LUT: D – Adopt Active Transportation Initiatives	
LUT: D1 Provide Traffic Calming Measures	**Consistent.** The Project meets the City's strategies to provide traffic calming measures with proposed increased landscaping along the Project frontage and encouraging pedestrian and bicycle uses.
LUT: D1.2 Use traffic calming measures on streets where feasible.	**Consistent.** The Project meets the City's requirements to provide traffic calming measures on the Project site with increased landscaping along the Project frontage and encouraging pedestrian and bicycle uses.
LUT: D1.2 Use traffic calming measures on streets where feasible.	**Consistent.** The proposed Project meets the City's requirements to provide traffic calming measures as mentioned above on the Project site.
LUT: D1.3 Implement traffic calming measures in future developments.	**Consistent.** The proposed Project meets the City's requirements to provide traffic calming measures as mentioned above on the Project site.
LUT: D1.4 Promote traffic calming measures in future developments.	**Consistent.** The proposed Project meets the City's requirements to provide traffic calming measures as mentioned above in future developments.
LUT: D2 Provide Pedestrian/Bicycle Networks Improvements	**Consistent.** The Project provides an on-site pedestrian and bicycle circulation system and associated amenities.
LUT: D2.1 Provide pedestrian and bicycle networks.	**Consistent.** The proposed Project provides pedestrian and bicycle circulation.
LUT: D3 Improve Design of Development.	**Consistent.** The Project improves design development by providing pedestrian and bicycle amenities and bicycle parking.
LUT: D3.1 Amend the Bicycle and Pedestrian Master Plan.	**Does not conflict**. This policy is applicable to the City to implement. However, the proposed Project supports this goal by providing an onsite pedestrian and bicycle circulation system.
LUT: D3.2 Require bicycle parking through the Zoning Code or other implementation documents.	**Does not conflict**. This policy is only applicable to the City to implement. However, the Project does provide both short-term and long-term bicycle parking.

Table 8-2, continued

Sub-Strategies	Project Consistency
LUT: D3.3 Require new developments to provide pedestrian, bicycle, and transit amenities.	**Consistent.** The Project would provide pedestrian and bicycle amenities.
LUT: D3.5 Require commercial and multi-family residential projects to provide permanent bicycle parking facilities.	**Consistent.** The Project would provide permanent (long-term) bicycle parking locations.
LUT: D3.6 Provide short and long-term bicycle parking near key areas.	**Consistent.** The Project would provide both short and long-term bicycle parking on the Project site.
LUT: D3.12 Construct or improve pedestrian infrastructure around transit.	**Does not conflict**. This policy is applicable to the City to implement. However, the Project would provide an on-site pedestrian circulation system.
Goal LUT: E – Parking Strategies	
LUT: E2.2 Encourage developers of new development to unbundle parking and eliminate the assignment of specific stalls.	**Consistent.** The Project parking structure would not assign specific stalls other than for electric and clean air vehicle spaces within the public parking areas.
Goal EE: D – Increase Energy Efficiency in New Commercial Developments	
EE: D Encourage or Require EE Standards Exceeding Title 24	**Consistent.** The Project will be designed to meet or exceed existing Title 24 requirements.
Goal EE: E – Increase Energy Efficiency through Increased Water Efficiency (WE)	
EE: E1 Promote or Require Water Efficiency Through SB X7-7.	**Does not conflict**. This policy is only applicable to the City to implement. However, the Project is required to meet California Green Building Standards Title 24 Part 11 related to water efficiency.
EE: E1.3 Require low-irrigation landscaping.	**Consistent.** The proposed project will provide low-water demand irrigation landscaping.
Goal EE: F – Decrease Energy Demand through Reducing Urban Heat Island Effect	
EE: F1 Promote Tree Planting for Shading and EE	**Consistent.** The Project provides a landscape plan with 74 trees of varying species, including specimen size jacaranda and tipu trees that will provide shading.
EE: F1.1 Encourage tree planting at plan check.	**Not Applicable**. This policy is only applicable to the City to implement. However, the proposed project does provide a landscape plan with a variety of new trees.
Goal EE: G – Participate in Education, Outreach and Planning for Energy Efficiency	
No Sub-Strategies provided for this Goal, which does not apply to developers of private commercial land uses.	
Goal EE: H – Increase Energy Efficiency in Municipal Buildings	
No Sub-Strategies provided for this Goal, which does not apply to private development projects.	
Goal EE: I – Increase Energy Efficiency in City Infrastructure	
No Sub-Strategies provided for this Goal, which does not apply to private development projects.	

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

As shown in **Table 8-2**, the proposed Project would generally be consistent with applicable strategies identified in the El Segundo CAP. Therefore, implementation of the Project would not impede attainment of the GHG reduction objectives in the CAP and would not result in cumulatively considerable environmental impacts associated with its GHG emissions. Project impacts would be **less than significant** and no mitigation measures are required.

9. HAZARDS AND HAZARDOUS MATERIALS

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

Responses to the following questions include information from site investigations and assessments of prior land use activities regarding potential environmental contaminants in the Phase I Environmental Site Assessment (ESA) prepared by EBI Consulting, dated October 10, 2019. The investigation report is included in this Initial Study as **Appendix G** and was conducted on both parcels comprising the Project site area. The Phase I ESA was conducted to identify potential presence of recognized environmental conditions (RECs) or historical recognized environmental conditions (HRECs) through review of historical property information and regulatory files and databases, and conducting interviews with property representatives and site reconnaissance, in general conformance with ASTM Practice E1527-05 Standard Practice for ESAs.

Explanation of Checklist Responses

9.a) The proposed Project would provide office building uses that would involve the use of equipment and materials that are standard in general office, parking, and landscaping uses. Small amounts of commercially available hazardous materials may be used for regular cleaning and maintenance activities, which would neither require the storage,

use, or disposal of substantial amounts of hazardous materials nor generate significant quantities of hazardous waste. This usage would not require the storage, use, transport, or disposal of quantities of hazardous substances that would be subject to any special handling or permitting requirements. Therefore, this Project's normal operations would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts in this regard would be **less than significant** and no mitigation measures are required.

9.b) The Project site was developed for agricultural use from at least 1928. At some point prior to 1947, in addition to agricultural uses, the site became part of an oilfield exploration terrain. By 1952, agricultural development of the Project site had ceased. No built features are depicted within the Project area until 1971 with a small rectangular building in the northwest corner of the Project site. By 1981, the small rectangular building is no longer extant. During the 1980's the site was used for motor vehicle parking.[18] In 1987, the site was developed into its present configuration with the existing 12-story office building, parking structure, and plaza. Based on the age of the buildings, the prior uses, and proposed construction activities, the Project has a low to negligible potential to result in accidental releases of hazardous substances. The Phase I did not identify any RECs on or adjacent to the Project site.

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

In summary, the Project has a low potential to result in accidental releases of hazardous substances due to construction activities and impacts would be **less than significant** and no mitigation would be required.

9.c) The nearest school is El Segundo Middle School, which is approximately 2,579 feet (0.49 miles) west of the Project location. As such, the risk of hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school is negligible. Further, as discussed above under 9.b, no RECs have been identified on or adjacent to the Project. During operations, the indoor and outdoor activities associated with the proposed office use would not generate hazardous air emissions or handle hazardous or acutely hazardous materials, substances, or waste.

Therefore, the proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts in this regard are **less than significant** and no mitigation would be required.

9.d) The Phase I ESA (**Appendix G**) included a search of the Department of Toxic Substances (DTSC) EnviroStor database and a search of the State Water Resources Control Board leaking underground storage tank database (GeoTracker) and found no sites involving current or past site contamination and government agency oversight thereof within 500

18 Historical Aerials Website: 1950 East Grand Avenue, El Segundo. https://historicalaerials.com/viewer. Accessed April 21, 2022.

feet of the Project site (**Appendix G**). Additionally, neither EnviroStor nor GeoTracker have identified any sites since the completion of the Phase 1 ESA.[19, 20] The Project site is not recorded on either database. As a result, the Project would result in **no impact**.

9.e) LAX is the closest public airport, located approximately 1 mile north of the Project site. In compliance with legislative requirements, the Los Angeles County Airport Land Use Commission (ALUC) prepared the Los Angeles County Airport Land Use Plan (ALUP), revised on December 1, 2004. The ALUP provides for the orderly expansion of Los Angeles County's public use airports and the areas surrounding them. It is also intended to provide for the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards. In formulating the ALUP, the Los Angeles County ALUC established provisions for safety, noise insulation, and the regulation of building height in areas adjacent to each of the county's public airports. The Project site is not located within the LAX noise contour or airport influence area, which the ALUP defines as an area where current or future airport-related noise, overflight, safety, and/or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. Notwithstanding this, due to the proximity of the airport, the proposed structure height of 69'-5" might exceed the 100:1 imaginary surface from the edge of the runway. In accordance with 14 CFR Part 77 § 77.9, the applicant is required notify the FAA 45 working days prior to the commencement of construction to ensure to identify and address any aeronautical hazards. In summary, the Project would result in **less than significant impact**.

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

During construction**,** Grand Avenue would remain open and existing driveways entering and exiting the property would remain accessible to emergency vehicles. The Project would be required to obtain approval from the El Segundo Fire Department to verify that the Project complies with all applicable Fire Code requirements, which would ensure that adequate emergency vehicle access would be provided. During long-term operation, adequate access for emergency vehicles to connected roadways (East Grand Avenue) adjacent to the Project site would be available via the existing driveways. Thus, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts in this regard are **less than significant** and no mitigation would be required**.**

19 California Department of Toxic Substances Control. EnviroStor Database. Available at https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=1950+E+Grand+Avenue+El+Segundo+CA

20 State Water Resources Control Board. GeoTracker Database. Available at https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=1950+E+Grand+Avenue+El+Segundo+CA

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

10. HYDROLOGY AND WATER QUALITY

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

Explanation of Checklist Responses

10.a, c) The Project site has been fully developed, including the existing office building, parking structure, and the paved parking lot. The Project includes the new construction of an office building and parking structure, as well as a landscaped outdoor plaza area. The Project would be required to prepare a grading and drainage plan to allow for proper stormwater drainage, and the Project will include development techniques, such as use of landscaping vegetative cover, pervious ground cover (e.g., planted steps, drivable grass, pea gravel, mulches), drywells, and other BMPs to encourage infiltration and reduce runoff, as provided in the Project Preliminary LID Report (**Appendix F**).

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

to waters of the United States.[21] The City of El Segundo is a co-permittee of the Los Angeles County MS4 permit (Order No. R4-2012-0175-A01; NPDES No. CAS004001), which was adopted November 8, 2012, and amended November 23, 2016, by the State Water Resources Control Board (WQ2015-0075).

The proposed Project would be subject to the requirements of the Municipal NPDES Permit and the City's Municipal Code, which incorporates by reference the County of Los Angeles Low Impact Development (LID) Ordinance (Ordinance Number 2013-0044).[22] The ESMC requires application of erosion and sedimentation control BMPs during construction for proper water quality management. Erosion control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. BMPs must be designed to prevent erosion and construction pollutants from entering the City's storm drain and receiving waters. As part of its normal project approval and construction oversight activities, the City of El Segundo monitors compliance with stormwater BMP requirements.

The Los Angeles County MS4 Permit also requires that stormwater pollution prevention plans (SWPPPs) be prepared for all construction projects with disturbed areas of 1 acre or greater. The statewide NPDES Construction General Permit maintained by the State Water Resources Control Board also requires a SWPPP for construction projects that involve 1 or more acres of land disturbance. The SWPPP is required to outline the BMPs that would be incorporated during construction.[23] These BMPs would minimize construction-induced water pollutants by controlling erosion and sediment, establishing waste handling/disposal requirements, and providing non-stormwater management procedures.

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

Point sources of pollutants are well-defined locations at which pollutants flow into water bodies (discharges from wastewater treatment plants and industrial sources, for example). These sources are controlled through regulatory systems including permitting under California's Waste Discharge Requirements and the NPDES program; permits are issued by the appropriate Regional Water Quality Control Board and may set discharge limitations or other discharge provisions. According to the Basin Plan, nonpoint sources of pollutants in runoff are typically caused by rain or irrigation and have been classified by the USEPA into one of the following categories: agriculture, urban runoff, construction, hydromodification, resource extraction, silviculture, and land disposal.

21 Storm drainage systems are described as municipal separate storm sewer systems (MS4s) and include streets, gutters, conduits, natural or artificial drains, channels, and watercourses or other facilities that are owned, operated, maintained, or controlled by a permittee and used for purposes of collecting, storing, transporting, or disposing of stormwater.

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

23 El Segundo Municipal Code, Title 5, Chapter 4, 5-4-9, Construction Activity Stormwater Measures

Runoff from the proposed Project would consist only of non-point sources, during construction and over the operating life of the fully developed site, as discussed below.

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

However as indicated above, the Project applicant would be subject to the requirements of the Los Angeles County MS4 permit and the City's Municipal Code. Specifically, construction runoff is regulated by the NPDES Construction General Permit, discussed above, which requires identification of various water quality control BMPs to be specified on construction plans and implemented throughout construction. Such BMP requirements may include, but would not be limited to, containing stormwater runoff on-site during rain events, limiting grading during the wet season, covering slopes susceptible to erosion, and retaining non-stormwater runoff on-site (e.g., runoff from vehicle washing). Through these existing, mandatory regulatory compliance measures, potential water quality impacts during construction would be avoided or reduced to less than significant levels and would avoid conflicts with water quality standards established by the Regional Water Quality Control Board.

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

While the Project would generate stormwater runoff during Project operation, as described above, the proposed landscaping and infiltration design, which is provided in the Project Preliminary LID Report (**Appendix F**), would maintain the volume of runoff as the existing Project site, but would better balance the storm drain flows between the property addresses. Further, the Project would be required to have a stormwater management system that is designed to comply with the City of El Segundo's LID requirements, which state that the first flush (resulting from the 85th percentile annual rainstorm) would need to be infiltrated in the soils via infiltration wells, captured in a cistern and treated for on-site reuse, or filtered through bioretention planters and released. Therefore, the Project would not substantially alter the existing drainage pattern of the Project site.

As shown on the Project Preliminary LID Report (**Appendix F**), the Project would include dry wells at the low point of each drive aisle to treat and infiltrate the 85th percentile storm design capture volume per LA County guidelines. The western portion of the site will capture surface flows, including from roof drains, from the proposed building. The proposed building will have two 6-inch connections with a total flow of 650 gallons per minute (gpm). The existing catch basins at the low point of the western drive aisle will remain to capture flows form the drive aisle and area drains within the courtyards will also capture runoff. Flows from the western lot will be collected and conveyed to the northwest portion of the site where the existing 18-inch line connects to the existing public 36-inch main in Grand Avenue. The western portion of the site will have a Q25 flow rate of 1,615 gpm. The eastern connection will capture surface flows, including roof drains from the proposed parking structure. The proposed parking structure will have two 6-inch connections with a total flow of 550 gpm. The catch basins at the low point of the eastern drive aisle will remain to capture flows from the drive aisle and area drains within the courtyards will also capture runoff. Flows from the eastern lot will be collected and conveyed to the northeast portion of the site where the existing 15-inch line connects to a catch basin in Grand Avenue that then connects to the public 36-inch storm drain main. The eastern portion of the site will have a Q25 flow rate of 1,615 gpm.

The Project's operation would result in an increase in the amount of impermeable surfaces as compared with existing conditions due to the construction of two new structures. However, the site runoff would be better balanced between the eastern and western portions. Further, the proposed volume control, treatment, and maintenance BMPs specified in the LID would sufficiently minimize the potential water pollution impacts of site runoff. Although the proposed Project may result in some minor alteration of existing on-site drainage patterns, stormwater would continue to be directed toward Grand Avenue, and the storm drain system that serves the current Project site would remain sufficient. Therefore, the proposed Project would not result in flooding, would not create runoff that would exceed the capacity of the storm drain system, and would not be a substantial additional source of polluted runoff.

The Project site is not located within a 100-year floodplain boundary, as identified by the Flood Insurance Rate Maps prepared by the Federal Emergency Management Agency.[24] Since the Project would not be located within a 100-year flood hazard area, development of the proposed Project would not expose people or structures to significant flood hazards and would not impede or redirect flood flows.

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

24 FEMA. FIRM Panel 06037C1767G. Accessed online on January 28, 2022 at: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd.

10.b) The Project site is located within the jurisdiction of the West Basin Municipal Water District (West Basin MWD). West Basin MWD purchases imported water from the Metropolitan Water District of Southern California and wholesales the imported water to cities and private companies in southwest Los Angeles County, including El Segundo. Water utility service to the Project site is provided by the El Segundo Public Works Department Water Division. According to the West Basin MWD's 2020 Urban Water Management Plan (UWMP), the 2020 water supply consisted of: 15 percent groundwater; 75 percent imported water; 11 percent recycled water; and less than 1 percent desalinated water.[25]

The groundwater supply is extracted from the West Coast Groundwater Basin, which covers approximately 140 square miles and underlies much of the West Basin MWD's service area, including El Segundo. The average amount of water extracted from the groundwater basin is approximately 30,100 acre-feet per year. Because the basin is adjudicated (i.e., the amount to be extracted each year has been determined by a court decision), the rights to the amount of groundwater extracted each year remain virtually the same. The Water Replenishment District of Southern California (WRD) is responsible for maintaining and replenishing the basin. Natural replenishment of the basin's groundwater supply occurs through the underflow from the Central Groundwater Basin and limited local precipitation. Artificial replenishment of the basin, which is the responsibility of the WRD, occurs through a mix of imported and recycled water. Groundwater recharge through surface spreading occurs at the following locations: Montebello Forebay Spreading Grounds adjacent to Rio Hondo and the San Gabriel River, within the unlined portion of the San Gabriel River, and behind the Whittier Narrows Dam in the Whittier Narrows Reservoir.[26]

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

10.d) According to the California Geological Survey Los Angeles County Tsunami Inundation Maps, the Project site is not located within a tsunami inundation area.[27] There are no bodies of water located on or near the Project site, therefore, inundation caused by a seiche would not occur. Thus, there would be **no impact.**

10.e) As discussed in the response to 10.a, the Project is designed to be consistent with the LA Basin Plan, Statewide NPDES General Construction Permit and Municipal Code/LA County LID Standards for water quality control, for both construction and site improvements. As mentioned above, the West Basin MWD's 2020 UWMP states that the 2020 water supply consists of: 15 percent groundwater; 75 percent imported water; 11

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

percent recycled water; and less than 1 percent desalinated water.[28] The groundwater supply that serves El Segundo is extracted from the West Coast Groundwater Basin. The WRD is responsible for maintaining and replenishing the basin. Natural replenishment of the basin's groundwater supply occurs through the underflow from the Central Groundwater Basin and limited local precipitation. Artificial replenishment of the basin, which is the responsibility of the WRD, occurs through a mix of imported and recycled water at the Montebello Forebay Spreading Grounds, within the unlined portion of the San Gabriel River, and behind the Whittier Narrows Dam in the Whittier Narrows Reservoir.[29]

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

28 West Basin Municipal Water District. 2016. *2015 Urban Water Management Plan*.
29 Water Replenishment District, 2020. *Regional Groundwater Monitoring Report: Water Year 2018-2019, Central and West Coast Basins, Los Angeles County, California*.

11. LAND USE AND PLANNING

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

Explanation of Checklist Responses

11.a) The Project site is developed with existing office uses and a parking structure, and the proposed Project would continue these uses. The Project site is bordered by office, hotel, and restaurant land uses, within a developed area of the City, with fully developed urban infrastructure systems in place, including major arterial and local streets, water, sewer, storm drainage, and energy distribution facilities. The nearest residence and residential community is located at the multifamily homes at the northwest corner of Holly Avenue and Indiana Street that are located as near as 1,150 feet northwest of the Project site (refer to **Figure 3**). The Project site is not located within or directly adjacent to any residential areas, and all proposed improvements would occur within the limits of the Project site. Therefore, the Project would not physically divide an established community, and there would be **no impact**.

11.b) The City of El Segundo's General Plan and Zoning Ordinance govern the land use of the Project site and surroundings; there are no other governmental authorities with land use control over this project. Development of the proposed Project would not conflict with any plans, policies, or regulations of the City that are intended to avoid or mitigate an environmental effect. No changes are proposed to the existing Corporate Office General Plan land use designation and Corporate Office zoning designation of the Project property. As such, the Project would have **no impact** involving a conflict with local or regional land use plans, policies, programs, or regulations.

12. MINERAL RESOURCES

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

Explanation of Checklist Responses

12.a) As described in the General Plan Conservation Element, the City has been associated with petroleum resource development dating back to its founding in 1911. The City is partially underlain by the El Segundo Oil Field, where over 14 million barrels of oil and condensate were produced locally between 1935 and 1992, although production steadily declined from 1967. The Project site is located within the El Segundo Oil Field, which is located on the south side of Mariposa Avenue, as delineated by the California Department of Conservation, Geologic Energy Management Division (CalGEM).[30] The nearest oil well to the Project site is located directly west of the project site located at 222 N. Sepulveda Boulevard; however, this well has been categorized as a dry well, and has been plugged and abandoned, as reported by the California Department of Conservation.[31] No other types of mineral resources are identified on or near the Project site in the City's General Plan. As a result, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Thus, **no impact** would occur.

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

30 California Department of Conservation, 2020. Accessed online at: https://conservation.ca.gov/doggr/wellfinder/#openModal.
31 California Department of Conservation, 2020. *Well Details, API: 0403707214, Gough, Well #7*.

13. NOISE

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

The following analysis is based on information contained in the *Noise Impact Analysis for the 1950-1960 E Grand Avenue Project* prepared by Vista Environmental, dated March 22, 2022. This report, hereinafter referred to as the Noise Impact Analysis, is included as **Appendix H** of this IS/MND.

Noise Fundamentals

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

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

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

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

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

El Segundo Municipal Code

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

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

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

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

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

Nearest Sensitive Receptors and Existing Noise Conditions

The nearest sensitive receptors to the Project site are guests at the hotel located as near as 10 feet south of the Project site, and the nearest residences are the multifamily residents located

at the intersection of Holly Avenue and Indiana Street as near as 1,150 feet northwest of the Project site. To determine the existing noise levels, noise measurements have been taken in the vicinity of the Project site. The noise measurements were recorded between 11:50 AM on July 21, 2021 and 12:02 PM on July 22, 2021. It should be noted that the noise measurements were taken during the COVID-19 pandemic; therefore, the measured baseline ambient noise levels are lower and hence more conservative than during normal conditions due to reduced activity in the area. The results of the noise level measurements are presented in **Table 13-1**. The measured sound pressure levels in dBA have been used to calculate the minimum and maximum L_{eq} averaged over 1-hour intervals. **Table 13-1** also shows the L_{eq}, L_{max}, and CNEL, based on the entire measurement time.

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

Site No.	Measurement Location Description	Average (dBA L_{eq})		1-hr Average (dBA L_{eq}/Time)		Average (dBA CNEL)
		Daytime[1]	Nighttime[2]	Minimum	Maximum	
1	Located on a tree near the northwest corner of Project site, approximately 80 feet south of Grand Avenue centerline.	60.4	53.6	47.1 3:58 AM	64.3 7:30 PM	62.8
2	Located on a tree near the northwest corner of Project site, approximately 80 feet south of Grand Avenue centerline.	55.0	51.0	49.5 3:28 AM	62.2 8:23 AM	58.5
3	Located on a tree approximately 5 feet north of the south property line, near the middle of the Project site.	54.2	51.2	49.0 2:34 AM	57.4 5:31 PM	58.5

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

Explanation of Checklist Responses

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

Short-Term Construction Impacts

The noise impacts from the Project construction have been analyzed through use of the FHWA's Roadway Construction Noise Model (RCNM). Construction activities are anticipated to include site preparation, consisting of removal and rough grading of the existing surface parking lot, grading and foundation construction, office building and parking structure construction, application of architectural coatings, and paving and site improvements. Noise impacts from the Project construction activities would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities.

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

Construction noise impacts to the nearby sensitive receptors have been calculated with the results summarized below in **Table 13-2**.

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

Construction Phase	Construction Noise Level (dBA Leq) at: Hotel to South[1]	Nearest Homes to Northwest[2]
Site Preparation	72	58
Grading	71	57
Building Construction	72	58
Paving/Site Improvements	70	56
Architectural Coatings	59	45
Construction Noise Threshold[3]	**85**	**65**
Exceed Thresholds?	**No**	**No**

Notes:
1 The hotel to the south is located as near as 270 feet from the center of the Project site.
2 The nearest homes to the northwest are located as near as 1,375 feet from the center of the Project site.
3 The construction noise threshold for the hotel to south obtained from the FTA Manual and for the nearest homes obtained from Section 7-2-10(D) of the Municipal Code.
Source: Noise Report, see **Appendix H.**

Table 13-2 shows that greatest construction noise impacts would be as high as 72 dBA Leq during the Site Preparation and Building Construction phases at the hotel directly south of the Project site and 58 dBA at the nearest homes to the northwest of the Project site. Section 7-2-10(D) of the City's Municipal Code exempts construction noise from the City noise standards provided that construction activities occur between 7:00 a.m. and 6:00 p.m., except Sundays and Federal holidays and such activities do not exceed 65 dBA at the nearby residential properties. Since the City's construction noise standards do not provide any noise standards for impacts to the nearby commercial uses, that include the hotel to the south, the construction noise threshold of 85 dBA Leq for commercial uses from the FTA Manual, has been utilized in order to provide a conservative analysis. All calculated construction noise levels shown in **Table 13-2** are within the construction noise standards of 85 dBA and 65 dBA, respectively. Therefore, through adherence to the limitation of allowable construction times provided in Section 7-2-10(D) of the Municipal Code, construction-related noise levels would not exceed any standards established in the General Plan or Noise Ordinance nor would construction activities create a substantial temporary increase in ambient noise levels from construction of the proposed Project. Impacts would be **less than significant** and mitigation measures are not required.

Operational Noise Sources

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

Roadway Traffic Noise

Vehicle noise is a combination of the noise produced by the engine, exhaust and tires. The level of traffic noise depends on three primary factors (1) the volume of traffic, (2) the speed of traffic, and (3) the number of trucks in the flow of traffic. The proposed Project does not involve any uses that would require a substantial number of truck trips and the proposed Project would not alter the speed limit on any existing roadway; therefore, the proposed Project's potential off-site noise impacts have been focused on the noise impacts associated with the change of volume of traffic that would occur.

Since neither the General Plan nor the CEQA Guidelines define what constitutes a "substantial permanent increase to ambient noise levels," this impact analysis has

utilized guidance from the Federal Transit Administration for a moderate impact that shows that the Project contribution to the noise environment can range between 0 and 7 dB, which is dependent on the existing noise levels, as shown in **Table 13-3**.

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

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

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

The potential off-site traffic noise impacts created by the ongoing operations of the proposed Project have been analyzed through utilization of the FHWA Traffic Noise Prediction Model - FHWA-RD-77-108 (FHWA Model). The proposed Project's potential off-site traffic noise impacts have been analyzed for the existing year and opening year 2024 conditions, which are discussed below.

Existing Year Conditions

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

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

		dBA CNEL at Nearest Receptor[1]				
Roadway	Segment	Existing	Existing Plus Project	Project Contribution	Increase Threshold[2]	Significant Impact?
Pacific Coast Highway	North of Grand Avenue	60.1	60.1	0.0	+2 dBA	No
Pacific Coast Highway	South of El Segundo Blvd	60.8	60.8	0.0	+2 dBA	No
Nash Street	North of Grand Avenue	57.7	57.7	0.0	+3 dBA	No
Nash Street	South of Grand Avenue	53.8	53.9	0.1	+5 dBA	No
Grand Avenue	West of Pacific Coast Hwy	67.3	67.3	0.0	+1 dBA	No
Grand Avenue	West of Continental Blvd	61.4	61.6	0.2	+2 dBA	No
El Segundo Boulevard	East of Continental Blvd	61.8	61.8	0.0	+2 dBA	No
El Segundo Boulevard	East of Nash Street	68.3	68.3	0.0	+1 dBA	No

Notes:
1 Distance to nearest residential use does not take into account existing noise barriers.
2 Increase Threshold obtained from the FTA's allowable noise impact exposures.
Source: Noise Report, see **Appendix H**.

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

Opening Year 2024 Conditions

The proposed Project's potential off-site roadway noise impacts have been calculated through a comparison of the opening year 2024 scenario to the opening year 2024 with Project scenario. The results of this comparison are shown in **Table 13-5**.

Table 13-5. Project Traffic Noise Contributions for Opening Year 2024 Conditions

		dBA CNEL at Nearest Receptor[1]				
Roadway	Segment	Year 2024	Year 2024 Plus Project	Project Contribution	Increase Threshold[2]	Significant Impact?
Pacific Coast Highway	North of Grand Avenue	60.7	60.7	0.0	+2 dBA	No
Pacific Coast Highway	South of El Segundo Blvd	61.2	61.2	0.0	+2 dBA	No
Nash Street	North of Grand Avenue	57.9	58.0	0.1	+3 dBA	No
Nash Street	South of Grand Avenue	54.0	54.0	0.0	+5 dBA	No
Grand Avenue	West of Pacific Coast Hwy	68.7	68.7	0.0	+1 dBA	No
Grand Avenue	West of Continental Blvd	62.0	62.2	0.2	+2 dBA	No
El Segundo Boulevard	East of Continental Blvd	62.7	62.8	0.1	+2 dBA	No
El Segundo Boulevard	East of Nash Street	69.1	69.2	0.1	+1 dBA	No

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

Table 13-5 shows that for the opening year 2024 conditions, the proposed Project's permanent noise increases to the nearby homes from the generation of additional vehicular traffic would not exceed the traffic noise increase thresholds detailed above. Therefore, the proposed Project would not result in a substantial permanent increase in ambient noise levels for the opening year 2024 conditions. Impacts would be **less than significant** and no mitigation measures are required.

On-site Noise Sources

Project operations may create an increase in on-site noise levels from noise impacts from rooftop mechanical equipment, parking lots, and delivery trucks. While the exact size of the backup generator has not yet been determined, based on similar building projects of comparable to the size of this Project, this analysis assumes a 250 kW 389 horsepower backup generator for these power requirements. As such, this analysis has analyzed the emissions created from a 250 kW 389 horsepower diesel-powered backup generator. Section 7-2-4(A) of the City's Municipal Code limits the noise created on the Project site at the nearby residential properties to the ambient noise level plus 5 dBA and Section 7-2-4(B) of the City's Municipal Code limits the noise created on the Project site at the nearby commercial and industrial properties to the ambient noise level plus 8 dBA. As mentioned previously, the nearest sensitive receptors to the Project site are the guests at the hotel located as near as 10 feet south of the Project site, and the nearest residences are the homes to the northwest that are located as near as 1,150 feet from the Project site.

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

Table 13-6. Operational Noise Levels at Nearby Land Uses

	Reference Measurements		Hotel to South		Nearest Homes to Northwest	
Noise Source	Distance - Source to Receptor (feet)	Noise Level[1] (dBA Leq)	Distance - Source to Hotel (feet)	Noise Level[1] (dBA Leq)	Distance - Source to Homes (feet)	Noise Level[1] (dBA Leq)
Rooftop Equipment[2]	10	66.6	360	21	1,200	8
Parking Lot	5	63.1	20	48	1,150	4
Truck Delivery	30	54.3	470	25	1,150	15
Backup Generator	27	74	430	44	1,350	32
Combined Noise Levels				**49**		**32**
Ambient Noise Levels (day/night)				54/51		60/54
City Noise Standard[2] (day/night)				**62/59**		**65/59**
Exceed City Noise Standard?				**No/No**		**No/No**

Notes:
1 The noise levels were calculated through use of soft site geometric spreading of noise from a point source with a drop-off rate of 7.5 dB for each doubling of the distance between the source and receiver. Does not account for noise reduction features such as buildings and walls.
2 City Noise Standards based on ambient noise level shown previously plus 5 dB at the residential uses and plus 8 dB for the commercial uses.

Table 13-6 shows that the proposed Project's on-site operational noise from the anticipated on-site noise sources would not exceed the applicable noise standards at the hotel to the south or nearest residential homes located 1,150 feet to the northwest of the Project site. Therefore, operational on-site noise impacts would be **less than significant** and no mitigation measures are required.

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

The types of construction vibration impact include human annoyance and building/property damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between the vibration source and the receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment.

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

Construction-Related Vibration Impacts

The Project construction activities are anticipated to include site preparation, grading, building and parking structure construction, application of architectural coatings, and paving and site improvements. Vibration impacts from construction activities would typically be created from the operation of heavy off-road equipment. The nearest off-site structure where people may sit, which makes them much more susceptible to vibration, would be the commercial office uses, located adjacent to the Project site to both the east and west.

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

The primary source of vibration during construction would be from the operation of a bulldozer, which was selected from the applicant's equipment list as the equipment generating the highest vibration levels. A large bulldozer would create a vibration level of 0.089 inch per second PPV at 25 feet. Based on typical propagation rates, the vibration level at the nearest adjacent structures (20 feet away) would be 0.11 inch per second PPV. The vibration level at the nearest off-site structure where people likely sit, would be below the 0.25 inch per second PPV threshold detailed above. Impacts would be **less than significant** and no mitigation measures are required.

Operations-Related Vibration Impacts

Operation of the Project is expected to require delivery trucks to the Project site, which are a known source of vibration. Project-related delivery trucks activities would be located on the northwestern portion of the Project site, where there are no vibration sensitive land uses located in the nearby proximity of where the delivery trucks would operate. As such, operations-related vibration impacts would be less than significant.

13.c) The proposed Project would not expose people residing or working in the Project area to excessive noise levels from aircraft. The nearest airport is Los Angeles International Airport that is located approximately 1 mile north of the Project site, however it should be noted that the Airport's runways run in a generally east-west direction and the Project site is located roughly perpendicular to the length of the Airport runways, so take-offs and landings do not occur over the Project site. As detailed in *3Q19 Los Angeles International Airport – California State Airport Noise Standards Quarterly Report*[32] the Project site is located outside of the 65 dBA CNEL noise contours of Los Angeles International Airport. Therefore, aircraft noise impacts would be **less than significant** and no mitigation measures are required.

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

14. POPULATION AND HOUSING

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

Explanation of Checklist Responses

14.a) As discussed in the responses to the Land Use and Planning thresholds in Section 11, the proposed Project is consistent with the City of El Segundo General Plan land use policies, which designate the Project site for office uses. No housing units would be developed as part of the Project, and no new or expanded urban infrastructure would be constructed that could foster increased development intensity on-site or at surrounding properties. Similar to other construction projects in the region, the Project construction workers are expected to be drawn from the large, available regional labor force, who would commute to the Project site during the construction stages. The Project would provide an additional 93,559 net square feet of office space for an estimated maximum of 325 employees. To be conservative, this analysis uses the 2019 CBC Table 1004.5 for occupant load, which calculates the maximum total occupants for office use at a ratio of 1 person/150 square feet. Based on the CBC office use ratio, the Project is calculated to provide office space for up to an additional 624 people.

Based on the Project vehicle miles traveled (VMT) of 19.3 miles, which represents the average distance each employee would travel in an automobile to the Project site, as analyzed in Section 17, Transportation, it is anticipated that the majority of workers employed at the Project would commute to rather than relocate to the Project area, Additionally, the Project's close proximity to the Metro Station (approximately 0.5 mile to the northeast at Mariposa Avenue and Nash Street) would also facilitate commuters using public transit. Further, based on the State of California Employment Development Department Labor Force data, the unemployment rate in El Segundo was 6.6 percent in December 2021, which is 0.4 percentage point higher than the overall county unemployment rate of 6.2 percent (EDD 2022). Based on this data, it is also possible that the Project would provide employment opportunities to the local inhabitants in El Segundo in a variety of occupations, including maintaining or being employed at the offices in the Project.

To be conservative and assume that up to 5 percent, or approximately 32 of the additional future employees relocate to El Segundo, it is expected that based on the number of available or vacant housing units, which was 325 units in 2020 (U.S. Census 2020, the existing housing would sufficiently accommodate the estimated number of future employees who would relocate to El Segundo and require 9.8 percent of the vacant housing. This Project does not, therefore, represent unplanned growth.

Therefore, the Project would result in a **less than significant impact** to directly or indirectly induce unplanned population growth in the City.

14.b) There is no existing housing on the Project site, which is currently zoned and in use for Corporate Office. Construction and renovation of the proposed buildings, therefore, would not displace any people or housing. Thus, the Project would not necessitate the construction of replacement housing elsewhere and there would be **no impact**.

15. PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☒	☐
iv) Parks?	☐	☐	☒	☐
v) Other public facilities?	☐	☐	☒	☐

Explanation of Checklist Responses

15.a.i) The El Segundo Fire Department (ESFD) provides fire protection and emergency medical services to the Project area. The ESFD maintains 14 firefighters on duty 24 hours a day, 7 days a week. The City is divided into two districts for fire response, with Pacific Coast Highway as the dividing line. Station 1 responds to calls west of Pacific Coast Highway and Station 2 responds to calls east of Pacific Coast Highway. Depending on the nature of the emergency request, units may cross over into the other district and coordinate resources to assist in response activities.[33] The Project site is located within Station 2's fire response district. Station 2 is located at 2261 E. Mariposa Avenue, approximately 0.5 mile from the Project site, and includes one fire engine, one fire truck, and one paramedic unit. Station 1 (headquarters at the Civic Center Complex) is located at 314 Main Street, approximately 1.2 miles from the Project site.

The Project would result in increased square footage of commercial office space and an increase in the number of employees on the Project site as compared with current conditions; however, the Project would not create any new uses that could not be served by existing ESFD equipment and personnel. Additionally, the Project construction designs for both the office building and parking structure would be required to comply with ESMC fire protection requirements to reduce fire hazards associated with the buildings. The ESFD has review and approval authority over building plans in subsequent phases of construction design to ensure adherence with fire department regulations and requirements. Additionally, ESMC Title 15, Chapter 27A, Section 15-27A-2, establishes the City's ability to impose development impact fees, which requires new development projects to pay their fair share of cost to offset a project's impact on

33 City of El Segundo, Fire Department, *Suppression Frequently Asked Questions.*

public services, including fire suppression facilities, law enforcement facilities, and libraries. Resolution No. 4687 establishes the City's development impact fee rates for police, fire, library, and park facilities. The amount of each impact fee is generally calculated based on the gross square footage of nonresidential development or other appropriate methodology which ensures that the fee is roughly proportional to the impacts of new development on public facilities. As such, the Project is not anticipated to affect fire protection demands to the extent that new or physically altered fire facilities would be required. Impacts on fire protection serves are anticipated to be **less than significant** and no mitigation measures are required.

15.a.ii) The El Segundo Police Department (ESPD) provides police protection in the City. The Department's headquarters are located at 348 Main Street at the Civic Center Complex, approximately 1.2 miles west of the Project site. The City is divided into two geographic areas bisected by Pacific Coast Highway. The area west of Pacific Coast Highway is designated the West Command and the area east of Pacific Coast Highway is designated the East Command. The Project site is located within the East Command. The ESPD is staffed by a total of approximately 62 sworn officers, 20 administrative personnel, and volunteers.[34] The Project does not involve housing development or growth-inducing effects, as discussed in Section 14, that would increase service population demands for law enforcement.

The Project would increase the number of employees on the Project site through the construction of a new, 5-level office building. Because the Project site already contains an office building, and the Project site is surrounded by commercial office uses, the Project would not create a unique land use that would result in new or expanded sources of crime. Further, the ESPD is involved in the City's review of new development plans and provides specific recommendations to improve safety and security and the ability to respond to law enforcement incidents through various project design features. Examples of such recommendations typically pertain to lighting; landscaping; monitoring and surveillance devices; address signs; doors and hardware; etc. Additionally, as mentioned above, the Project would be assessed development impact fees, which represent a project's fair share costs to the City for public services and facilities, including law enforcement. Thus, the Project is not expected to substantially affect police protection needs or service ratios and would not result in the need for new or physically altered police facilities. As such, impacts would be **less than significant** and no mitigation measures are required.

15.a.iii) The Project site is located within the Wiseburn Unified School District and Centinela Valley Union High School District boundaries. Wiseburn Unified School District provides transitional kindergarten, elementary, and middle school public education services in El Segundo, as well as the DaVinci charter high school. The School District is comprised of three elementary schools (Juan Cabrillo Elementary, Juan De Anza Elementary, and Peter Burnett Elementary), one middle school (Richard Henry Dana Middle School), and one middle school-high school (Success Learning Center). Centinela Valley Union High School District is comprised of five high schools: Hawthorne High School, Lawndale High School, Leuzinger High School, Lloyde High School, and Centinela Valley Independent Study School. The school and enrollment data for both districts are presented in **Table 15-1**.

34 City of El Segundo. 2021. *Adopted Operating & Capital Improvement Budget, Fiscal Year 2020-2021*.

Table 15-1. Wiseburn School District School and Centinela Valley Union High School District Enrollment Data (2020-2021)

School	Grades	Total Enrollment (2020-2021)
Wiseburn School District		
Juan Cabrillo Elementary	K-2	469
Juan De Anza Elementary	K-5	583
138th School	3-5	444
Richard Henry Dana Middle School	6-8	978
Success Learning Center	6-12	23
Centinela Valley Union High School District		
Hawthorne High School	9-12	1,797
Lawndale High School	9-12	2,077
Leuzinger High School	9-12	1,867
Lloyde High School	10-12	282
Centinela Valley Independent Study School	9-12	23

Source: California Department of Education, 2020-2021 School Accountability Report Card (2020-2021 SARC), https://www.cde.ca.gov/ta/ac/sa/.

The Project would construct a 5-story office building and a 258-space parking structure. As such, the Project would result in the increase of the total number of employees by approximately 624 on the Project site as compared with current conditions. While most future employees are expected to commute, rather than relocate, to El Segundo, based on a conservative assumption that 5 percent or 32 of the future employees would move to El Segundo, these future employees may have children who would attend school at the Wiseburn School District, Centinela Valley School District, or neighboring El Segundo Unified School District facilities. Based on the current school district status, it is expected that the schools may accommodate additional students from the 32 future employees. Further, the Project would be subjected to levied developer fees applicable to both new construction and reconstruction projects, pursuant to Education Code Section 17620, to support school facilities. Because there are no residential units associated with the Project and the Project would result in insignificant growth-inducing effects as mentioned in Section 14, the Project would not have a direct impact on school facilities. As such, the Project would result in a **less than significant impact** to public school facilities and no mitigation would be required.

15.a.iv) The Project does not involve residential development or other effects to increase housing growth, and, with a conservatively assumed additional 32 employees who would relocate to El Segundo, would not significantly increase demands for park facilities. As such, the Project would not affect the City's parkland to population ratio, which is set forth at 5 acres per 1,000 population, based on the El Segundo General Plan Open Space and Recreation Element. The City maintains a park and recreation inventory totaling approximately 91 acres (LAWA 2019). Based on the U.S. Census population estimate of 16,610 inhabitants in 2019, the City's parkland to population ratio is 5.5 acres per 1,000 population, exceeds the General Plan parkland performance standard. Additional park users resulting from the estimated 32 relocated employees are expected to be accommodated without exceeding the 5 acres to1,000 population parkland to population ratio. While the Project would increase the number of employees on the site as compared with existing conditions, the proposed Project design also provides an enhanced outdoor plaza area for employee use. The plaza would be centrally located among the office buildings and parking structures, and would be designed with wood seating and landscaping, including 74 trees of varying species, and a variety of native and climate-adapted shrubs and groundcovers. The plaza would provide employees with a means to spend time in a beautified outdoor setting with shading and seating amenities and would be expected to decrease the

demand that employees would have on neighborhood or regional parks. As a result, the Project would result in a **less than significant impact** and no mitigation would be required.

15.a.v) The El Segundo Public Library is located at 111 West Mariposa Avenue, approximately 1.4 miles west of the Project site, and provides library services to the City. Outdoor gathering places and public amenities, such as those provided by the Joslyn Center Senior Center and the George E. Gordon Clubhouse, are located approximately 1 mile west of the Project site. As stated above, the Project would not involve residential development or significant growth-inducing effects that have the potential to increase the demand for other public services, such as libraries and community centers, to the extent where new or physically altered facilities would be required. As such, the Project would result in a **less than significant impact** to other municipal facilities and no mitigation would be required.

16. RECREATION

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

Explanation of Checklist Responses

16.a) The existing Project site has been developed since 1987 with the western half used for surface and parking structure parking, while the northeastern portion has been used for corporate offices. The nearest recreational facility is the Raytheon Employee Park, approximately 620 feet south of the Project site, located on the southeast corner of the intersection of the Pacific Coast Highway and El Segundo Boulevard. This park, which is a private park, is separated from the Project site by El Segundo Boulevard and hotel uses. The nearest public park, Freedom Park, is approximately 1,500 feet northwest of the Project site, located north of Holly Avenue and east of Illinois Street. This park is separated from the Project site by Pacific Coast Highway, office, and other commercial uses. As stated above, construction of the new office building and parking structure would not involve residential development; thus, it would not generate a direct demand on recreational facilities. Further, the Project would provide employees of on-site office uses with outdoor seating areas and a plaza, thus continuing to provide passive outdoor amenity uses onsite and decreasing the demand that employees might have on neighborhood or regional parks, such as Freedom Park. Therefore, the proposed Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Impacts in this regard would be **less than significant**.

16.b) As stated above, the Project is not anticipated to substantially increase the demand on municipal parks and recreation facilities in the City, thus requiring construction or expansion of recreational facilities. The Project itself would include a central plaza surrounded by the two parking structures and two office buildings, and the plaza would be enhanced with decorative landscaping and multiple seating areas for use by employees on the site. Environmental impacts associated with the construction of the Project's outdoor gathering spaces are included in the Project analysis throughout this Initial Study. Therefore, there would be no additional impacts associated with constructing these outdoor recreation amenities beyond those already discussed in this Initial Study. As such, the Project would result in **no impacts**.

17. TRANSPORTATION

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

Explanation of Checklist Responses

The discussion and analysis in this section are based on the Transportation Impact Analysis (TIA) for the proposed Project prepared by Fehr & Peers (April 2022; see **Appendix I**).

17.a) The Project is proposed at an existing developed site in the urban portion of El Segundo near Pacific Coast Highway (PCH) and along Grand Avenue that is well-served by public transit systems. The Project site is located within in a Transit Priority Area (TPA).[35] Specifically, the Project site is located within 0.5 miles of an existing major transit stop, less than 0.5 miles from the Los Angeles County Metropolitan Transportation Authority (Metro) C Line El Segundo and Mariposa Stations. The Metro C (Green) Line is a light rail line running between Redondo Beach and Norwalk in Los Angeles County that operates on a scheduled 12-minute frequency in both the a.m. and p.m. frequency in both the a.m. and p.m. peak periods during weekdays. Additional transit lines in the vicinity of the Project site include: Metro Line 232, which provides local service between the City of El Segundo and downtown Long Beach, runs along PCH east of the Project site in the study area and provides a bus stop on Grand Avenue/Continental Blvd in the westbound direction; LADOT Commuter Express 574, which provides express service from Encino to the City of Hawthorne along PCH and El Segundo Boulevard, east and south of the Project site, and provides the most direct connection to the Project site, providing a bus stop in both directions on Grand Avenue near Continental Blvd; Torrance Transit Line 7, which provides service between the City of Torrance and Los Angeles International Airport (LAX), and runs along Nash Street to the east of the Project site; Beach Cities Line 109, which provides local service between the City of Redondo Beach and LAX and runs west of the Project site along PCH; El Segundo Lunchtime Shuttle, which connects El Segundo's business areas westward to Downtown El Segundo and passes along Grand Avenue directly in front of the Project site, however, service is

35 SCAG defines Transit Priority Areas (TPAs) as Priority Growth Areas that are within one half mile of existing or planned 'major' transit stops in the region. A 'major' transit stop is defined as a site containing an existing or planned rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. Although TPAs comprise less than 1 percent of Southern California's land area, around 30 percent of new households are projected to occur within these transit rich areas.

currently suspended due to the COVID-19 pandemic; and Metro Micro LAX/Inglewood Zone, which is a rideshare service provided by 10-passenger vans and are hailed using the Metro Micro App meant to replace some local bus service for short trips and provide easier connections to other bus and rail service and serves the entire Project study area.

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

As discussed above, the Project involves the construction of a new 5-story commercial office building, a new 23-space surface parking lot at 1950 East Grand Avenue, and a 4-level, 258-space parking structure at 1960 East Grand Avenue. The new office building would replace surface parking spaces in the northwestern portion of the Project Site and provide additional areas of employment in close proximity to public transit systems. The new surface parking lot would be located directly east of the existing parking structure also at the rear of the parcel, behind the new office building. The new parking structure would be constructed south of the existing office building on the other parcel at 1960 East Grand Avenue and would replace a landscaped, passive open space area. As no new curb cuts would be required for the Project, bicycle and pedestrian access to the Project site would not be affected, and existing bicycle access to the Project site would remain via Grand Avenue. The Project would provide a minimum of 56 bicycle spaces in compliance with the ESMC and CalGreen Code and a total of 1,103 vehicle parking spaces (existing and proposed), which exceeds code requirements by 226 additional spaces (877 parking spaces required for the two parcels combined). In addition, as detailed under Threshold 17b, the Project would develop and implement a transportation demand management (TDM) program as mitigation to reduce the trip generation and VMT impacts of the Project. The Project's TDM program would be implemented for the entire Project site, including the existing building's tenants and employees. The TDM program would discourage single-occupancy vehicle trips and encourage alternative modes of transportation. Specifically, the proposed TDM program would include, but not be limited to, strategies such as separate pricings for workplace parking; transit subsidies for employees; commuter program marketing and incentives; providing amenities for biking and walking; and rideshare incentives. Therefore, the Project would be consistent with the Circulation Element and the ESMC, and the Project would not conflict with applicable programs, plans, ordinances, or policies addressing the circulation system. Project impacts related to Threshold 17.a would be **less than significant**.

While not required for CEQA analysis a Level of Service (LOS) analysis is required to ensure compliance with General Plan Policy C3-1.2. The following provides the Project level of service (LOS) findings, which is included for informational purposes only. Compliance with General Plan Policy C3-1.2 prescribes that the minimum acceptable LOS at an intersection is LOS D, and that projects not consistent with the policy would: 1) forecast to result in an intersection LOS change from LOS D or better to LOS E or F; or forecast to result in the increase of intersection volume/capacity ratio (V/C) of 0.02 or greater at any intersection that is forecast to operate at LOS E or F. Project area traffic

conditions for existing and future conditions are based on pre-pandemic historic traffic counts, which reflect a conservative and higher traffic estimate than current conditions. Results of the analysis are presented in **Table 17-1**. As shown, under future (2024) conditions without the Project, of the six signalized intersections analyzed, two intersections, Pacific Coast Highway & Grand Avenue and Pacific Coast Highway & El Segundo Boulevard, operate at LOS F during the PM peak period and the latter Pacific Coast Highway & El Segundo Boulevard also operates at LOS E during the AM peak period. Under future plus Project conditions, the Project is anticipated to contribute a V/C greater than 0.02 at two intersections, Pacific Coast Highway & Grand Avenue and Continental Boulevard & Grand Avenue, during the AM peak periods. However, since both intersections operate at LOS D and better during those periods, the Project would comply with Genergl Plan Policy C3-1.2.

Table 17-1. Future and Future Plus Project Intersection Level of Service

No.	Intersection	Peak Period	Future (2024) V/C	Future (2024) LOS	Future + Project V/C	Future + Project LOS	V/C Increase
1	Pacific Coast Highway & Grand Avenue	AM	0.864	D	0.892	D	**0.028**
		PM	1.091	**F**	1.102	**F**	0.011
2	Continental Boulevard & Grand Avenue	AM	0.572	A	0.599	A	**0.027**
		PM	0.445	A	0.460	A	0.015
3	N Nash Street & Grand Avenue	AM	0.611	B	0.629	B	0.018
		PM	0.604	B	0.616	B	0.012
4	Pacific Coast Highway & El Segundo Boulevard	AM	0.977	E	0.986	E	0.009
		PM	1.096	**F**	1.101	**F**	0.005
5	Continental Boulevard & El Segundo Boulevard	AM	0.577	A	0.587	A	0.010
		PM	0.619	B	0.628	B	0.009
6	N Nash Street & El Segundo Boulevard	AM	0.669	B	0.677	B	0.008
		PM	0.752	C	0.762	C	0.010

Note: Project area existing traffic are based on pre-pandemic traffic conditions, which reflect a higher traffic load than current conditions.

The two Project driveways on Grand Avenue, which are considered unsignalized intersections, were assessed for average seconds per vehicle delay. Results of the analysis of the Project driveway LOS are presented in **Table 17-2.** As shown, with the addition of Project traffic, both driveways are projected to operate at acceptable levels.

Table 17-2. Project Driveway Level of Service

Driveway	Peak Period	Future + Project Delay (sec)	Future + Project LOS
West Driveway & Grand Avenue	AM	11.4	B
	PM	15.5	C
East Driveway & Grand Avenue	AM	13.1	B
	PM	34.2	D

17.b) Regulatory Background. On September 27, 2013, the Governor signed SB 743 (Chapter 386, Statutes of 2013) into law. SB 743, in part, amended Section 21099 of the Public Resources Code to direct the Governor's Office of Planning and Research (OPR) to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects both within

and outside transit priority areas.[36] Effective December 28, 2018, Section 15064.3 ("Determining the Significance of Transportation Impacts") was added to the CEQA Guidelines, and the State CEQA Guidelines, Section 15064.3 to establishing vehicles miles traveled (VMT) as the new most appropriate measure of transportation impacts metric.[37] VMT refers to the amount and distance of automobile travel attributable to a project. Subparagraph (b)(1) of section 15064.3 sets forth the criteria for analyzing the transportation impacts associated with land use projects. That section provides, in its entirety:

> (1) Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

Analysis. The proposed Project is located within one-half mile of Metro C (Green) Line El Segundo and Mariposa Stations, existing major transit stops. Therefore, the Project may be presumed to cause a less than significant transportation impact pursuant to Section 15064.3(b)(1) of the CEQA Guidelines. Accordingly, the Project would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).

Although Section 15064.3, subdivision (b) allows the City to presume the project would cause less than significant transportation impacts due to its close proximity to existing major transit stops, the City nevertheless retained Fehr & Peers, a transportation consulting firm, to prepare a transportation impact analysis (TIA) for the Project. Based on the SCAG model, the existing regional daily work VMT per employee for office land uses is 18.6 per employee. Based on the TIA, the Project would generate an estimated 19.3 daily work VMT per employee.

Pursuant to CEQA Guideline Section 15064.3, subd. (b), "projects that decrease vehicle miles traveled in the Project area compared to existing conditions should be presumed to have a less than significant transportation impact." The estimated projected VMT of 19.3 would have to be reduced by 0.8 daily work VMT per employee, or approximately 4.1 percent in order to be below the existing VMT condition (18.6) in the Project area. In terms of commute trip reduction, this would be equivalent to 40 daily trips (4.1 percent of 976 daily trips estimated for the Project).

Based on the TIA, the Project would generate an estimated 19.3 daily work VMT per employee, which would be greater than the threshold of 18.6. As such, Project impacts related to VMT would be considered significant.

36 A "transit priority area" is defined as "an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." (Pub. Res. Code § 21099, subd. (a)(7). A "major transit stop" is defined as "a site containing an existing rail station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." (Pub. Res. Code § 21064.3.)

37 VMT refers to the amount and distance of automobile travel attributable to a project.

With the implementation of **Mitigation Measure TRANS-1**, the Project VMT will be reduced by approximately 4.1 percent and the Project's transportation impact will be **less than significant** under both the threshold set forth in Section 15064.3(b). In order to mitigate the work VMT per employee impacts to a less than significant level, the Project's daily work VMT per employee would need to be reduced by approximately 0.8. In terms of commute trip reduction, this would be equivalent to 40 daily trips (4.1 percent of 976 daily trips estimated for the Project).[38] Therefore, **Mitigation Measure TRANS-1** provided below would be required to reduce the Project VMT under the regional average significance threshold. As provided in the Project Traffic Study (Appendix I), the Fehr & Peers TDM+ tool was used to quantify the potential VMT reduction for the Project due to implementation of the TDM measures identified in **Mitigation TRANS-1**. The effectiveness of the TDM strategies included in the TDM+ tool is based primarily on research documented in the 2010 California Air Pollution Control Officers Association (CAPCOA) publication, Quantifying Greenhouse Gas Mitigation Measures. CAPCOA offers methodologies based on preferred literature, along with methodologies based on alternative literature, for each strategy. The TDM+ tool considers a variety of TDM strategies and the setting in which they may apply, estimates effectiveness for each, and applies caps when appropriate (for example, simply aggregating the effectiveness of individual TDM measures can sometimes yield a result that is overestimated since more than one measure may be targeting the same trip). The reductions are presented as a range from "Low/CEQA" (i.e. highly defensible and suitable for use in environmental analysis documents or to mitigate a VMT impact) to "High/Ambitious" (the highest reduction for a given program, suitable for use for planning purposes). For the purposes of this analysis, the "Low/CEQA" reductions (i.e., the low end of the range) were considered for **Mitigation Measure TRANS-1**. With implementation of Mitigation Measure TRANS-1, the Project's impact would be **less than significant.**

Mitigation Measure TRANS-1: The applicant shall prepare and implement a Project-specific TDM program. The TDM program shall consist of a list of approved strategies, guided by the California Air Pollution Control Officers Association (CAPCOA) recommendations. The following strategies would be applicable to both existing and proposed uses unless specified otherwise:

- Workplace Parking Pricing—Separates parking from property costs, requiring office tenants who wish to lease parking spaces to do so at an additional cost from the office lease cost. Parking is priced separately from office leases and must include a mechanism for ensuring that the parking costs are passed through to the employees utilizing the parking spaces. This strategy would only be applicable to the newly proposed uses.

- Transit Subsidies—Providing employees with free transit passes.

- Promotions & Marketing—Involves the use of marketing and promotional tools to educate and inform travelers about site-specific transportation options and the effects of their travel choices with passive educational and promotional materials. Marketing and public information campaign to

38 A commute trip reduction of 9% applied to the newly proposed uses' daily trips is 88 trips and a commute trip reduction of 4% applied to the existing building's daily trips (2,163 trips) is 87 trips, for a total commute trip reduction of 175 trips.

promote awareness of TDM program with an on-site coordinator to monitor the program.

- Emergency Ride Home—Providing a taxi or transportation network company (TNC) voucher for employees to travel home in an emergency.
- Bike Share—Implementing bike share to allow people to have on-demand access to a bicycle.
- Bicycle Amenities—Bicycle showers, repair stations, and secure bicycle parking.
- Pedestrian Network Improvements—Implementing pedestrian network improvements throughout and around the Project site that encourage people to walk to nearby destinations and transit stops
- Carpool/Vanpool Incentives—Providing monetary assistance with fares, gas costs, or parking costs for carpool or vanpool users.
- Ridematch Program—Assisting potential carpoolers in finding other individuals with similar travel routes in either closed or open systems.
- Carshare Program—Providing carshare programs to employees.

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

Monitoring/Enforcement: *El Segundo Development Services Department*

17.c) The Project property is an existing developed site, and the proposed Project layout does not include sharp curves or other geometric designs that would increase hazards, as shown on **Figure 4**, Project Site Layout. As previously described, no new curb cuts would be required for the Project, and the two existing driveways on Grand Avenue would remain in place, providing vehicle access to the new and existing parking structures, surface parking, and loading spaces. Bicycle and pedestrian access to the Project site would not be affected, and existing bicycle access to the Project site would remain via Grand Avenue. Within the Project site, the Project would construct a pedestrian bridge connecting the third floor of the new office building to the existing parking structure. In addition, as shown on **Figure 4**, Project Site Layout, the Project would add a fire lane segment in order to connect the two existing fire lane segments. As such, the Project would not involve creating unsafe geometric design features such as sharp curves or dangerous intersections, and Project impacts would be **less than significant** and not mitigation would be required**.**

17.d) Emergency vehicle access to the Project site would continue to be provided via the two existing driveways to Grand Avenue. The west driveway provides right-in/right-out access to the Project site. The east driveway provides full in/out access to the Project

site. Under existing conditions, the Project Site includes two fire lane segments. As shown on **Figure 3**, Existing Site Development, one segment connects the western driveway to the existing parking structure; and the other segment runs south from the eastern driveway and wraps around the back of the building to connect to the existing parking structure. As discussed above, as shown on **Figure 4**, Project Site Layout, the Project would modify the design of the two fire lane segments to connect the fire lane segments. As such, vehicular circulation areas have been kept at the perimeter of the existing and proposed structures, and the fire lane has been integrated in the hardscape/landscape design for an uninterrupted pedestrian flow within the plaza areas. Therefore, the Project would not result in inadequate emergency access and impacts would be **less than significant** and no mitigation would be required**.**

18. TRIBAL CULTURAL RESOURCES

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

Explanation of Checklist Responses

18.a) As mentioned previously, the potential for resources eligible for listing on the California Register of Historical Resources to exist on the Project site was evaluated in the Project Cultural Resources Identification Memorandum provided in **Appendix D**. The Project area was undeveloped until 1927, and the land was used for agricultural purposes from 1928 to 1952. No built features were depicted within the Project site until 1971, when a small rectangular building was depicted within the northwest corner of the Project site. However, by 1981, the small rectangular building was no longer extant. The City issued a building permit for the existing 12-story office building on February 20, 1986. Certificates of occupancy were issued for the 12-story building on March 31, 1987 and the parking structure on August 13, 1987. By 1994, the Project site was depicted with the current multi-story commercial office building, parking lot, and plaza. As evaluated in the Project Cultural Resources Identification Memorandum, the SCCIC records search, literature and historical map review, and historical society consultation identified no historical resources as defined by CEQA Section 15064.5(a) within the Project site. As such, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources. Impacts in this regard are **less than significant impact** and no mitigation is required.

18.b) Pursuant to AB52 (Chapter 532, Statures of 2014), the City of El Segundo sent project notification to five Native American Tribes, including Gabrielino/Tongva Nation, Gabrielino-Tongva Tribe, Gabrieleno Band of Mission Indians – Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, and Gabrielino Tongva Indians of California Tribal Council on March 8, 2021. The Gabrieleño Band of Mission Indians—Kizh Nation (Kizh Nation), requested consultation on March 9, 2021 and the formal consultation occurred via phone on May 18, 2021, during which the Kizh Nation Chairman Andrew Salas provided evidence that the Project site is located within the boundaries of Kizh ancestral territory and that impacts to Kizh Nation tribal cultural resources would be significant unless mitigated by the Project.

As a result, the following **Mitigation Measures TCR-1, TCR-2, and TCR-3** will be implemented such that in the event of any discovery of unknown tribal cultural resources during earthwork, impacts would be **less than significant**.

Mitigation Measure TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

A. The Project applicant shall retain a Native American Monitor from a tribe that demonstrates ancestral affiliation with the project area. The Monitor shall be retained prior to the commencement of any ground-disturbing activity for the subject Project at all Project locations (i.e., both on-site and any off-site locations that are included in the project description/ definition and/or required in connection with the project, such as public improvement work). Ground-disturbing activity shall include, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

B. A copy of the executed monitoring agreement shall be submitted to the lead agency either prior to the commencement of any ground-disturbing activity for the Project, or the issuance of any permit necessary to commence a ground-disturbing activity, whichever is earlier.

C. The Monitor may attend the Worker Environmental Awareness Program (WEAP) training required by CUL-1 to provide sensitivity/educational training. The developer will provide the Monitor with a minimum of five working days' notice of when the WEAP training is to take place.

D. The Monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the tribe. Monitor logs will identify and describe any discovered Tribal Cultural Resources ("TCRs") as defined in Public Resource Code Section 21074(A). Copies of monitor logs will be provided to the Project Applicant/Lead Agency upon written request to the Monitor.

E. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Monitor from a designated point of contact for the Project Applicant that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Monitor to the Project Applicant/Lead Agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact TCRs.

Mitigation Measure TCR-2: Discovery of Tribal Cultural Resources Other than Human Remains and/or Grave Goods

Upon the discovery of a TCR other than human remains and grave goods, Mitigation Measure CUL-2 shall be employed to ensure that any potential impacts remain less than significant.

Mitigation Measure TCR-3: Unanticipated Discovery of Human Remains and Associated Grave Goods

A. Human remains and grave/burial goods shall be treated alike per California Public Resources Code Section 5097.98(d)(1) and (2). If Native American human remains and/or grave goods discovered or recognized on the Project site, then all construction activities shall immediately cease in the area. Native American human remains are defined in Public Resources Code 5097.98 (d)(1) as "an inhumation or cremation, and in any state of decomposition or skeletal completeness." Associated grave goods must also be treated in accordance with Public Resources Code Section 5097.98.

B. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities on the site or any nearby, adjacent area reasonably suspected to overlie the presence of human remains and/or associated grave goods shall be halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, within 24 hours, the Native American Heritage Commission (NAHC), and the protocols in Public Resources Code Section 5097.98 shall be followed.

C. The NAHC will identify the most likely descendent (MLD). The MLD has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods. If the MLD does not make recommendations within 48 hours, the owner shall reinter the remains in an area of the property secure from further disturbance.

D. If the landowner does not accept the MLD recommendations, the owner or the descendent may request mediation by the NAHC. If mediation fails, the landowner shall reinter the human remains with appropriate dignity on the property in a location not subject to future subsurface disturbance.

E. If no MLD is identified, no recommendations are made, or the recommendation is rejected after mediation, the developer shall reinter the remains with appropriate dignity on the property in a location not subject to further, or anticipated future, subsurface disturbances. (Pub. Res. Code Section 5097.98[e]; CEQA Guidelines Section 15064.5(e).)

F. Construction activities may resume in other parts of the Project site at a minimum of 100 feet away from discovered human remains and/or grave goods, unless the archaeologist and tribal monitor determines that resuming construction activities would likely disturb other human skeletal material, human remains, or grave goods. The tribal monitor and archaeologist shall provide the project manager express notice if the construction activities must be halted at a distance other than 100 feet, along with any other measures the archaeologist deems necessary. (14 Cal. Code Regs. Section 15064.5[f].)

G. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or grave goods.

H. Any discovery of human remains/grave goods shall be kept confidential to prevent further disturbance.

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

Monitoring/Enforcement: *El Segundo Development Services Department*

19. UTILITIES AND SERVICE SYSTEMS

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

Explanation of Checklist Responses

19.a) The Project would involve minor alteration of an existing parking structure and an office building (non-structural alterations to accommodate a pedestrian bridge from the existing parking structure to the new office building), as well as the construction of a 5-level office building and a 4-level parking structure. The result of the rehabilitation activities would be a net increase in 105,469 gross square feet of office space due to the construction of the new office building. Given the increase in intensity of office uses at the Project site, the Project would result in an increase in water demand, wastewater generation, and an increase in demand on other utilities, such as electricity, natural gas, and telecommunications. The Project site contains an existing commercial office building that is currently served by these utilities.

Water

Water service is provided to the Project site by the City of El Segundo's Water Division, which is a partner of the West Basin MWD. The water district provides wholesale potable water to 17 cities, serving approximately 900,000 people. The Project is a development that builds out under the existing zoning and General Plan land use designation, which considers the sufficiency of water supply for the long-term development in the City. The Project would connect into existing onsite potable water infrastructure within the Project site. The City's Public Works Department has found the existing water service infrastructure serving the Project site is sufficient to meet the Project's estimated net increase in water demand of 15,363 gallons per day (gpd) and of sustaining a minimum

pressure of 50 pounds per square inch (psi). Therefore, while the Project would result in an increase in water consumption given the increase in commercial square footage on the Project site, the Project would not require the construction or relocation of new or expanded water facilities and impacts would be **less than significant** and no mitigation measures are required.

Wastewater

Wastewater generated by the Project would be conveyed to the Sanitation Districts of Los Angeles County (the Sanitation Districts) Joint Water Pollution Control Plant, located at 24501 South Figueroa Street in Carson. The facility currently serves over 4.8 million residents, businesses, and industries by providing both primary and secondary wastewater treatment on an average flow of ~~261.1~~ 243.1 million gallons per day (mgd), with a maximum capacity of up to 400 (mgd). Before discharge, the treated wastewater is disinfected with hypochlorite and sent to the Pacific Ocean through a network of outfalls. These outfalls extend 2 miles off the Palos Verdes Peninsula to a depth of 200 feet. The Joint Water Pollution Control Plant must comply with its current National Pollutant Discharge Elimination System (NPDES) Permit, which regulates the plant's discharges. The City of El Segundo Public Works Department has reviewed the Project and confirmed adequate capacity to serve the Project, based on an estimated generation of ~~19,669~~ 20,306 average gpd (LACSD 2022). The Project may connect the sewer line from the proposed office building to the existing 12-inch on-site lateral (maintained by the City) that is already connected to the public main. If this is not possible, a new connection would need to be made to the public sewer line. The Project's wastewater would then be conveyed to the Sanitation Districts' 18-inch diameter trunk sewer with a 2.2 million gpd capacity. The Project may be subject to a connection fee prior to discharge to the Sanitation Districts' sewerage system. (LACSD 2022) As such, the Project would not require any change in the treatment protocol for Project-generated wastewater. Project impacts would be **less than significant**.

Stormwater Drainage

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

Dry Utilities (Natural Gas, Electricity, Telecommunication)

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

Regarding natural gas, SoCalGas issued a Will Serve letter (Appendix I), confirming the presence of facilities in the area. There are no major upgrades to the delivery system that are anticipated as a result of this Project because overall regional projections set forth by energy purveyors anticipate that energy demand will decline. As stated in the 2020 California Gas Report, prepared by the California Gas and Electric Utilities, natural gas usage by commercial uses in California is expected to decline at a rate of 1.7 percent per year from 2019 to 2035.[39] This is because of more efficient power plants, statewide efforts to minimize greenhouse gas emissions through demand-side reductions, more efficient building standards incorporated into the California Title 24 building code, and CPUC-authorized energy efficiency programs. Given such decline in natural gas demand, it is not anticipated that the proposed Project would require any major reconstruction or relocation of off-site natural gas infrastructure. Should SoCal Gas determine that upgrades to existing natural gas infrastructure would be necessary, resulting from either the demand of the proposed project or cumulative demand increases, such off-site upgrade projects would be undertaken by SoCal Gas and would be subject to environmental review pursuant to CEQA.

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

Telecommunication services are provided to the existing office building on the Project site by private companies. Upgrades to the existing telecommunication infrastructure on the Project site would involve connecting the proposed office building to existing telecommunications connections within the Project site and in adjacent streets (Grand Avenue). Upgrades to existing telecommunication facilities and construction of new facilities to meet the demand of users are determined by telecommunication providers

39 California Gas and Electric Utilities. 2020. *2020 California Gas Report*.

and is subject to its own environmental review. Any traffic disruptions associated with telecommunication utility activities within the travel lanes would be addressed through routine traffic control measures.

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

19.b) As mentioned, water service is provided to the Project site by the City of El Segundo's Water Division, which is a partner of the West Basin MWD. The water district provides wholesale potable water to 17 cities, serving approximately 900,000 people. According to the West Basin MWD's 2020 Urban Water Management Plan (UWMP), the 2020 water supply consists of: 15 percent groundwater; 75 percent imported water; 11 percent recycled water; and less than 1 percent desalinated water.[40] In compliance with legislative requirements, the UWMP details how West Basin MWD manages its water supplies and demands under all hydrology conditions. The UWMP also demonstrates how West Basin MWD proposes to meet its service area's retail demands over 25 years and provide long-term water reliability. According to the UWMP (**Table 3-1**), while the population within the West Basin MWD is anticipated to increase between 2020 and 2040, the overall baseline potable water demand in acre-feet per year is expected to decrease over this time period due to water efficiency measures implemented within the service area, as well as implementation of recycled water programs. The UWMP concluded that West Basin MWD does not anticipate any shortages and will be able to provide reliable water supplies under both single dry year and multiple dry year conditions. No new water supply, storage, or distribution facilities are identified in the UWMP to address water demands in El Segundo. Under Water Code Section 10912, the Project is not subject to a water supply assessment since the Project does not meet the commercial office building criteria to: add more than 1,000 persons; or add more than 250,000 square feet of floor space. The City's Public Works Department has reviewed the project in comparison to the existing water service infrastructure serving the Project site. The Public Works Department is satisfied that the existing infrastructure is sufficient to meet the Project's estimated net increase in water demand of 15,363 gallons per day (gpd) and of sustaining a minimum pressure of 50 pounds per square inch (psi). Therefore, while the Project would result in an increase in water consumption given the increase in commercial square footage on the Project site, the Project would not require the construction or relocation of new or expanded water facilities and impacts would be **less than significant** and no mitigation measures are required.

As discussed above, the West Basin MWD's 2015 UWMP concluded the City would be able to rely on the groundwater, imported water recycled water, water conservation savings and desalinated water supplies within the District. Specifically, the West Basin MWD states in the UWMP that it does not anticipate any shortages and will be able to provide reliable water supplies under both single dry year and multiple dry year conditions through 2040. Accordingly, there would be sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years. Therefore, impacts to water supplies would be **less than significant** and no mitigation would be required**.**

19.c) As discussed above, the Sanitation Districts confirmed adequate capacity to serve the Project, based on an estimated increase in generation of 118 gpm. Additionally, as part

40 West Basin Municipal Water District. 2021. *2020 Urban Water Management Plan.*

of the entitlement review, the ~~El Segundo Public Works Department~~ Sanitation Districts has calculated the average daily flow at ~~19,669~~ 20,306 gpd and indicated no concerns with the Project impacting the overall sewer system from the property. Therefore, impacts to wastewater treatment would be **less than significant** and no mitigation would be required.

19.d,e) Once operational, solid waste generated by the Project would consist of typical waste from a commercial office building. Project-generated wastes would continue to be accepted by the same multiple refuse disposal facilities that currently receive El Segundo's municipal solid wastes. In 2019, El Segundo disposed of approximately 46,016 tons of solid waste, as reported to the California Department of Resources Recycling and Recovery (CalRecycle 2020). Approximately 30 percent was taken to the El Sobrante Landfill, which has a cease operations date of January 1, 2051. Approximately 17 percent of this waste was taken to the Simi Valley Landfill & Recycling Center, which has a cease operations date of March 31, 2063. The proposed Project would result in a minor increase in solid waste as a result of the net increase in commercial office space. Specifically, with a net increase in 93,559 net square feet, the Project would result in an increase of approximately 561 lbs per day.[41] Furthermore, as applicable, the Project would comply with Senate Bill 1018 (Chapter 39, Statutes of 2012), Mandatory Commercial Recycling, which requires a business that generates 4 cubic yards or more of commercial solid waste per week to arrange for recycling services. Because landfill capacity is ~~closely monitored~~ overseen by CalRecycle, the landfills that serve the City of El Segundo would have sufficient remaining capacities to absorb the solid waste increase resulting from the Project.

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

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

Finally, the Project would be required to comply with adopted programs and regulations pertaining to solid waste. Thus, participation in the City's recycling programs during construction and operation would ensure that the Project would not conflict with federal, state, and local statutes and regulations related to solid waste. Accordingly, the Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Therefore, impacts related to solid waste generation would be **less than significant** and no mitigation would be required.

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

20. WILDFIRE

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

Explanation of Checklist Responses

20.a) The Project site is not located within or adjacent to a Very High Fire Hazard Severity Zone (VHFHSZ), as designated by the California Department of Forestry and Fire Protection.[42] The nearest VHFHSZs to the Project site are isolated areas located north of the Project site (the Ballona Wetlands Ecological Reserve and the Inglewood Oil Field (located 3.6 miles and 5 miles north of the Project site, respectively). The closest large fire hazard area is the Palos Verdes Peninsula, located 8 miles south of the Project site. The Project property is situated in a fully urbanized area with an urban street network, fully pressurized water system, and managed landscaping limited to decorative trees and shrubs. As such, wildland fires would not occur on or near the Project site. Regardless, in the event of any disaster warranting evacuation, the emergency routes used would depend on a number of variables, including the type, scope, and location of the incident. It is the responsibility of emergency service and/or appropriate public officials to adequately assess the situation so that safe and efficient evacuation routes are selected. As the Project site is in a fully urbanized area with a major arterial street (i.e., Pacific Coast Highway) and a major highway (I-105) within close proximity, the proposed Project would not substantially impair an adopted emergency response plan or emergency evacuation plan, and **no impact** would occur.

20.b) As the Project site is not within or near a VHFHSZ, the proposed Project would not have the potential to expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors, or exacerbate wildfire risks. As such, the Project would result in **no impact** that would exacerbate wildfire risks and expose occupants to pollutants released from a wildfire.

42 California Office of the State Fire Marshall, 2020. *Fire Hazard Severity Zone Viewer*: https://egis.fire.ca.gov/FHSZ/

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

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

21. MANDATORY FINDINGS OF SIGNIFICANCE

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

Explanation of Checklist Responses

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

21.b) A significant cumulative impact may occur if a project, in conjunction with related projects, would result in impacts that are less than significant when viewed individually but would be cumulatively significant when viewed together. In addition to this Project, there are currently 17 other development projects (refer to **Appendix K**, Cumulative Projects List) in various areas of El Segundo that have been proposed and approved but have not been completed. These consist of nine projects currently in construction and eight with either pending entitlements or pending construction permit issuance. These other projects include a range of land uses types and intensities. Specifically, the

projects include other office buildings, a total of at least 278 residential units, a recreational hitting bay and restaurant and event use structure, 8 dedicated office building and office expansion uses, 6 mixed commercial/research and development/warehouse/retail uses, a computer data center. The nearest project is a proposed 300,00 square foot research and development and office use with a parking structure, located at 1955 East Grand Avenue, directly north of the proposed Project. This nearby project is under entitlement review with build-out projected by 2024, which may coincide with the Project construction activities. However, when considering the proposed Project in combination with the past, present, and reasonably foreseeable future projects in the vicinity of the Project site, the proposed Project does not result in environmental impacts that would incrementally contribute to a significant cumulatively impact. As detailed in the preceding checklist responses, the proposed Project would not result in any significant and unmitigable impacts in any environmental categories. The Project would be consistent with regional plans and programs that address environmental factors that include air quality, energy, greenhouse gases, hydrology and water quality, transportation, utilities, and other applicable regulators that have been adopted by public agencies. Additionally, in many cases, including aesthetics, agriculture, biological resources, cultural resources, geology, hazards, hydrology, land use, population and housing, public services, mineral resources, noise, recreation, tribal cultural resources, and wildfire, the impacts associated with the Project are either localized to the Project site or are of such a negligible degree that the impacts would not result in a considerable contribution to any significant cumulative impacts. In the case of population and housing, a conservative assumption that 5 percent or 32 of the new employees may relocate to the Project area was analyzed, which concluded that adequate housing is available in the Project area. Further, when considered with the cumulative project scenario, which includes the addition of 278 residential units, the additional new housing from current and future projects would further ameliorate any effects in Project housing. As such, cumulative impacts would be **less than significant (not cumulatively considerable)** and the Project would not result in a mandatory finding of significance in this regard.

21.c) As discussed in checklist responses 3.a–d and 13.a–c, the proposed Project would generate less than significant emissions of criteria air pollutants and TACs, and less than significant noise levels during the demolition, renovation, and construction phases and over the operating life of the office campus. With adherence to regulatory requirements for air quality and noise, these impacts would not cause substantial adverse effects on humans. As discussed in checklist responses 9.a–b, based on the environmental site assessment conducted on the Project site, development of the proposed office building and parking structure uses would not result in significant hazards associated with the storage, use, transport, or disposal of hazardous materials or wastes. As a result, the Project would have a **less than significant impact** and the Project would not result in a mandatory finding of significance in this regard.

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Michael Baker INTERNATIONAL

0 0.5 1 2 Miles

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

1950-1960 EAST GRAND AVENUE PROJECT

Project Regional Location

Figure 1

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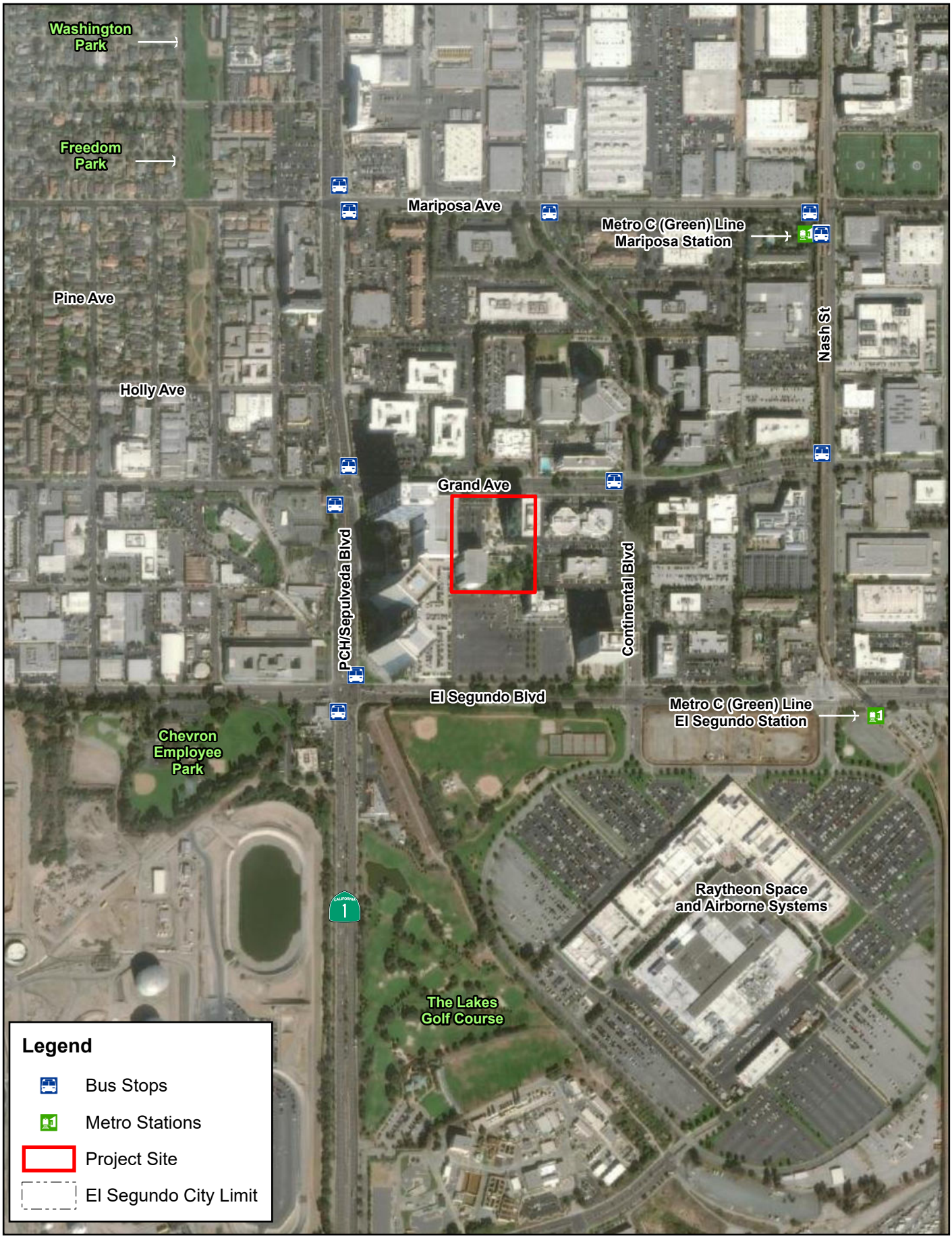

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0 350 700 Feet

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

1950-1960 EAST GRAND AVENUE PROJECT

Project Vicinity

Figure 2

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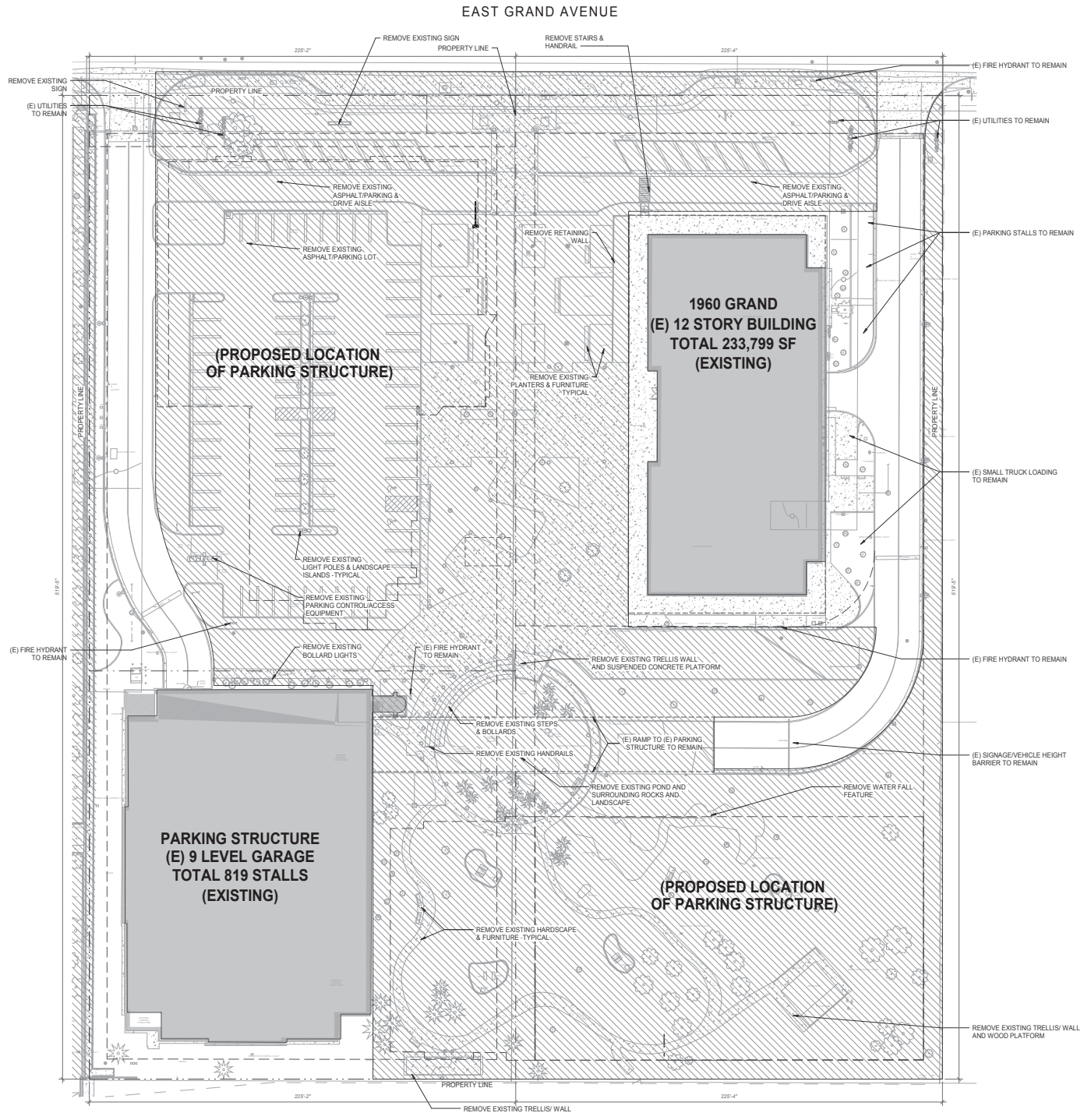

1950-1960 EAST GRAND AVENUE PROJECT

Existing Site Development

Michael Baker INTERNATIONAL

NOT TO SCALE

Figure 3

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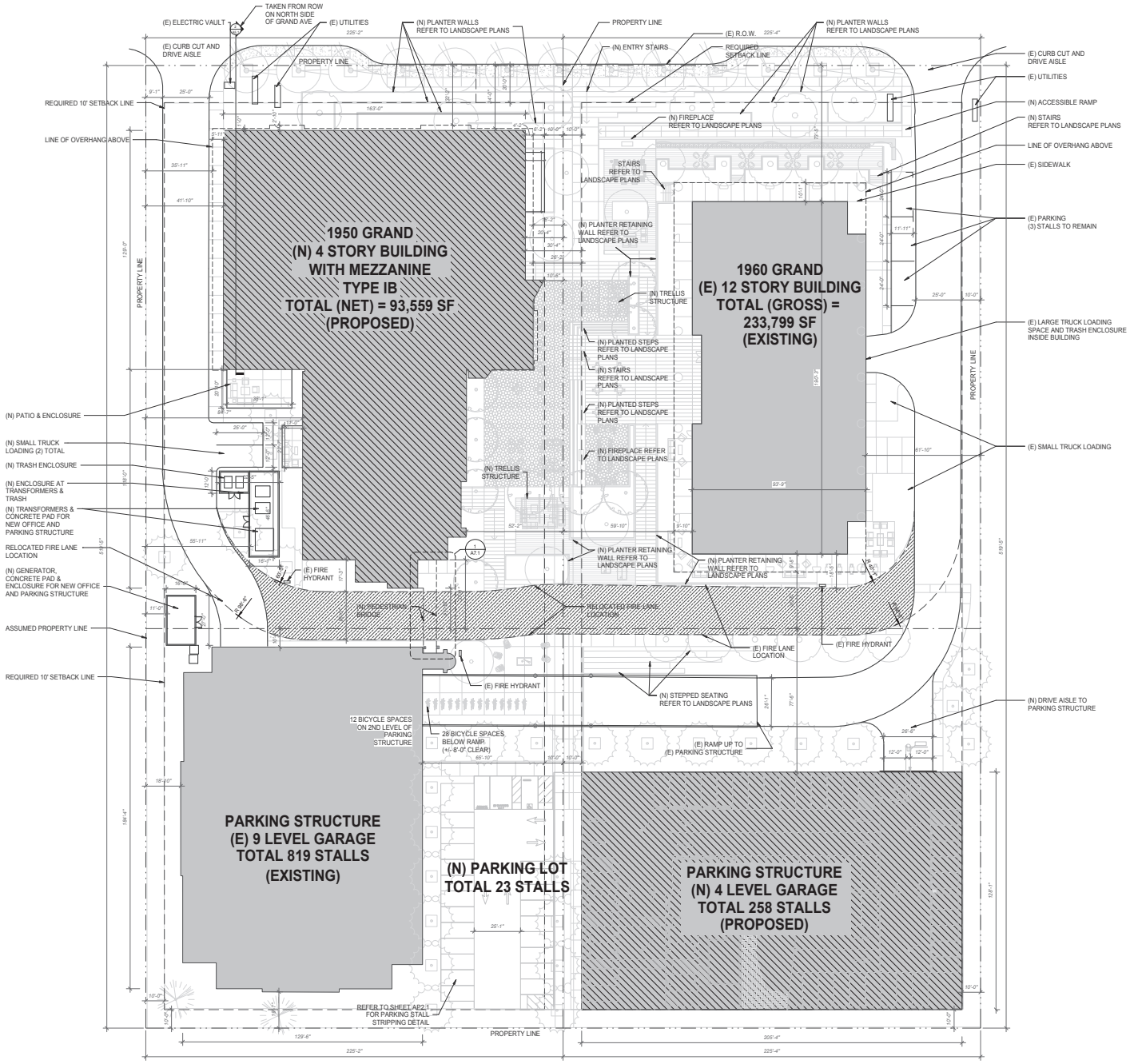

1950-1960 EAST GRAND AVENUE PROJECT

Site Layout

NOT TO SCALE

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Figure 4

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ARTISAN
REALTY ADVISORS
This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed. Signage shown is for illustrative purposes only and does not necessarily reflect municipal code compliance.
NW PERSPECTIVE
THE GRAND 1950 & 1960 EAST GRAND AVENUE, EL SEGUNDO, CA
WARE MALCOMB
11.05.2020
PAGE 11


ARTISAN
REALTY ADVISORS
This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed. Signage shown is for illustrative purposes only and does not necessarily reflect municipal code compliance.
NE PERSPECTIVE
THE GRAND 1950 & 1960 EAST GRAND AVENUE, EL SEGUNDO, CA
WARE MALCOMB
11.05.2020
PAGE 12


ARTISAN
REALTY ADVISORS
This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed. Signage shown is for illustrative purposes only and does not necessarily reflect municipal code compliance.
SE PERSPECTIVE
THE GRAND 1950 & 1960 EAST GRAND AVENUE, EL SEGUNDO, CA
WARE MALCOMB
12.04.2020
PAGE 13


ARTISAN
REALTY ADVISORS
This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed. Signage shown is for illustrative purposes only and does not necessarily reflect municipal code compliance.
SW PERSPECTIVE
THE GRAND 1950 & 1960 EAST GRAND AVENUE, EL SEGUNDO, CA
WARE MALCOMB
12.04.2020
PAGE 14

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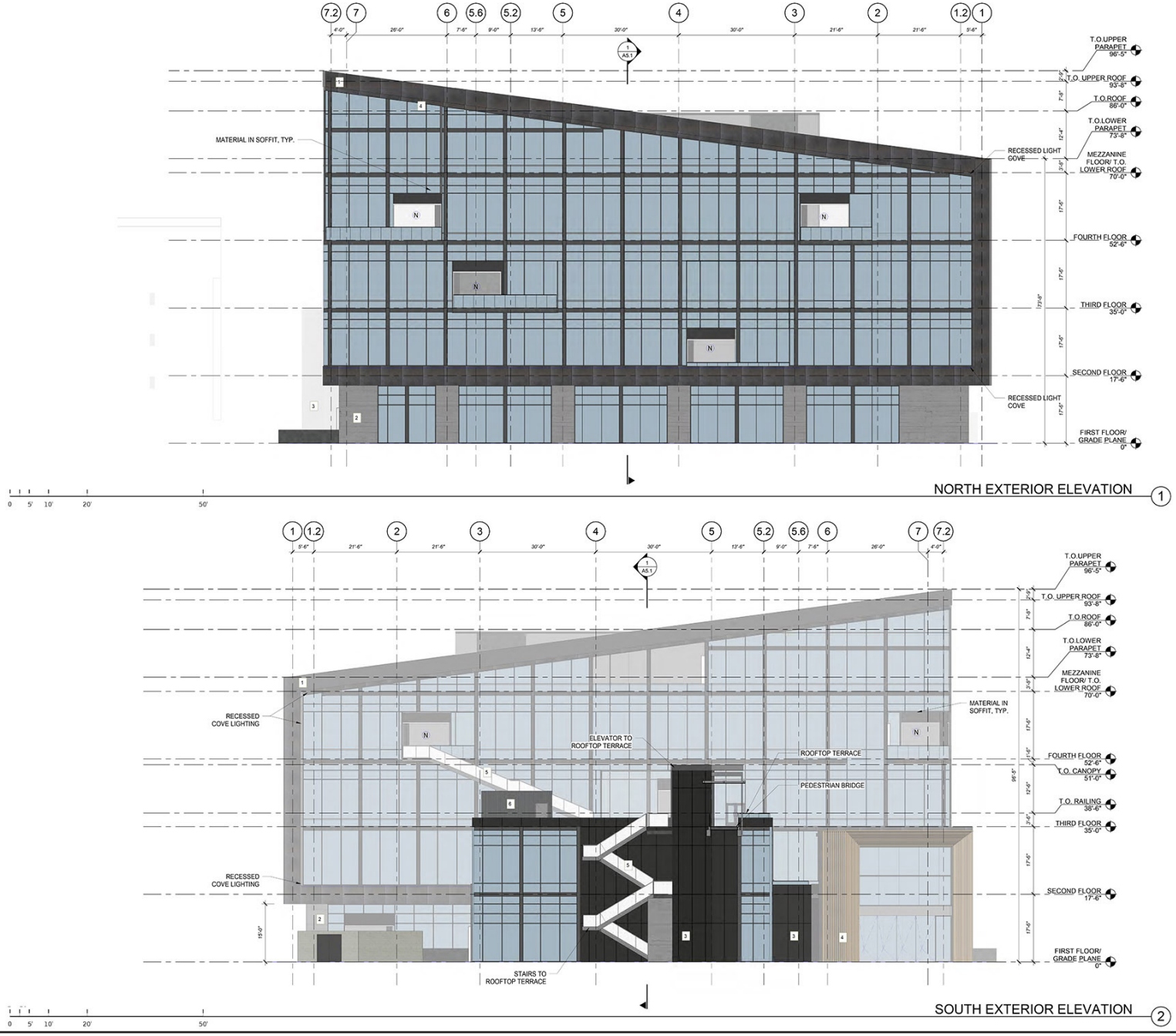

1950-1960 EAST GRAND AVENUE PROJECT

South Exterior Elevation

Figure 6

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1950-1960 EAST GRAND AVENUE PROJECT

West Exterior Elevation

Figure 7

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PARKING STRUCTURE NE VIEW

THE GRAND 1950 & 1960 EAST GRAND AVENUE, EL SEGUNDO, CA

WARE MALCOMB 11.05.2020 PAGE 34

ARTISAN REALTY ADVISORS

This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed. Signage shown is for illustrative purposes only and does not necessarily reflect municipal code compliance.

PARKING STRUCTURE NW VIEW

THE GRAND 1950 & 1960 EAST GRAND AVENUE, EL SEGUNDO, CA

WARE MALCOMB 11.05.2020 PAGE 35

1950-1960 EAST GRAND AVENUE PROJECT

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Proposed New Parking Structure Visualization

Figure 8

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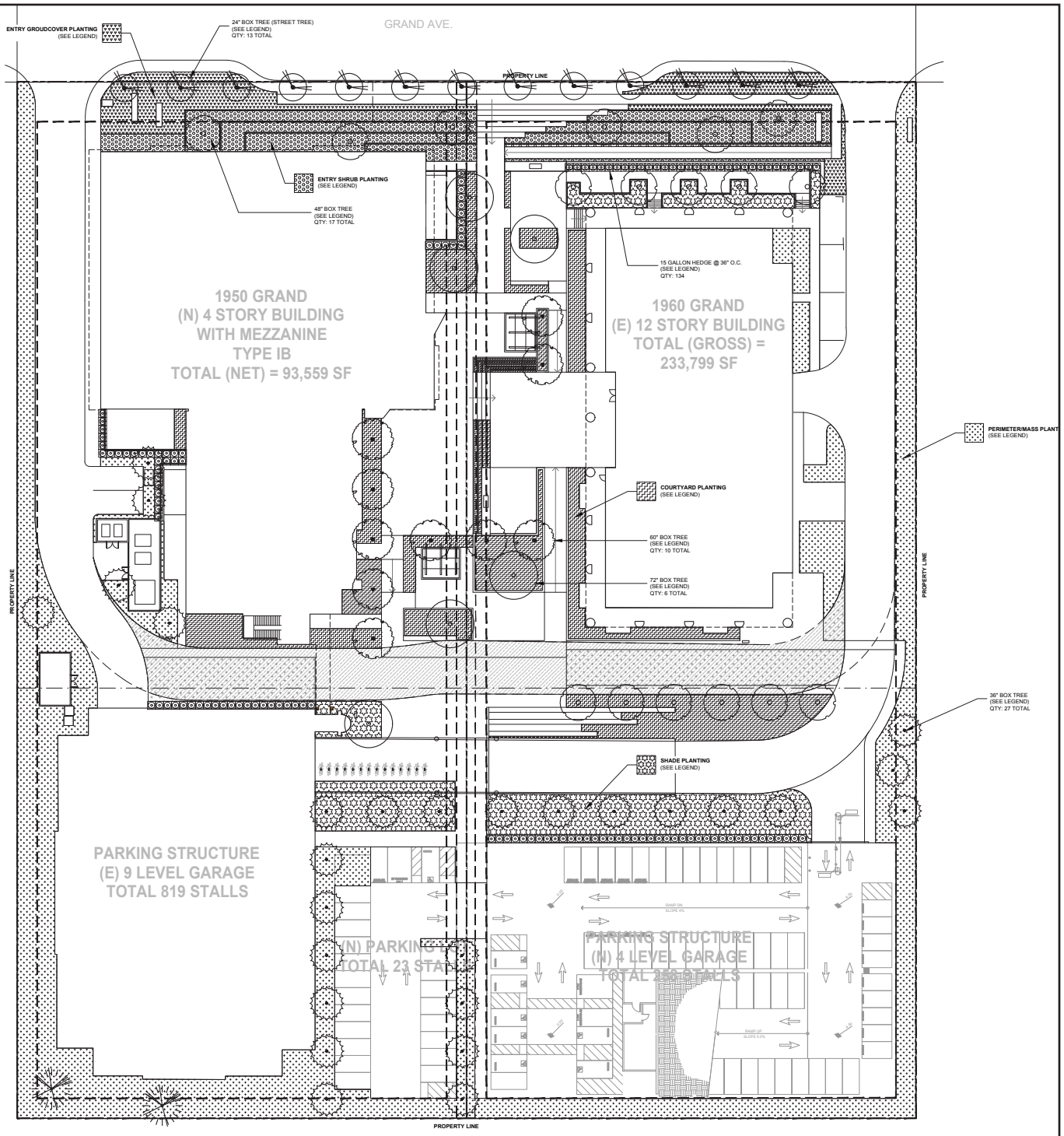

PLANT LEGEND - SHRUBS

	DESCRIPTION	SIZE
	SCREENING HEDGE/BAMBOO **BAMBUSA MULTIPLEX 'ALPHONSE KARR'** *A.K. BAMBOO* **PITTOSPORUM TEN. 'SILVER SHEEN'** *SILVER KOHUHU* **PODOCARPUS GRACILIOR** *FERN PODOCARPUS* **WESTRINGIA 'WYNYABEE GEM'** *COAST ROSEMARY*	15 GAL @ 36" O.C.
	ENTRY GROUNDCOVER **BOUTELOUA GRACILIS** *GRAMA GRASS* **FESTUCA GLAUCA** *BLUE FESCUE* **MYOPORUM PARVIFOLIUM** *CREEPING MYOPORUM* **SENECIO SPP.** *CHALK STICKS* **WESTRINGIA 'MUNDI'** *CREEPING COAST ROSEMARY*	MIX OF: 75% 1 GAL @ 36" O.C. 25% 1 GAL @ 18" O.C.
	ENTRY SHRUBS **AGAVE SPP.** *AGAVES* **LEYMUS CONDENSATUS 'C.P.'** *CANYON PRINCE WILD RYE* **PENNISETUM 'FAIRY TALE'** *EVERGREEN FOUNTAIN GRASS* **PHORMIUM 'AMAZING RED'** *RED NEW ZEALAND FLAX*	MIX OF: 75% 5 GAL @ 36" O.C. 25% 1 GAL @ 18" O.C.
	COURTYARD PLANTING **BOUTELOUA GRACILIS** *GRAMA GRASS* **DIANELLA CAERULEA 'CASSA BLUE'** *BLUE FLAX LILY* **KALANCHOE SPP.** *SPOON PLANT* **OLEA EUROPAEA 'MONTRA'** *LITTLE OLLIE DWARF OLIVE* **PENNISETUM SPATHIOLATUM** *SLENDER VELDT GRASS* **SALVIA APIANA** *WHITE SAGE* **SENECIO VITALIS** *NARROW LEAF CHALK STICKS*	MIX OF: 50% 5 GAL @ 24" O.C. 50% 1 GAL @ 18" O.C.
	SHADE PLANTING **AEONIUM SPP.** **AGAVE ATTENUATA** *FOXTAIL AGAVE* **DIANELLA TASMANICA 'VARIEGATA'** *STRIPED FLAX LILY* **LOMANDRA LONGIFOLIA 'BREEZE'** *DWARF MAT RUSH* **SANSEVIERIA TRIFASCIATA** *MOTHER IN LAW'S TONGUE*	MIX OF: 50% 5 GAL @ 24" O.C. 50% 1 GAL @ 18" O.C.
	PERIMETER/MASS PLANTING **ALOE ARBORESCENS** *TORCH ALOE* **FURCRAEA FOETIDA 'MEDIOPICTA'** *VARIEGATED MAURITIUS HEMP* **MYOPORUM PARVIFOLIUM** *CREEPING MYOPORUM* **ROSMARINUS OFFICINALIS 'PROSTRATUS'** *CREEPING ROSEMARY* **SENECIO MANDRALISCAE** *BLUE CHALK STICKS*	MIX OF: 25% 15 GAL @ 36" O.C. 25% 5 GAL @ 24" O.C. 25% 1 GAL @ 36" O.C. 25% 1 GAL @ 18" O.C.

PLANT LEGEND - TREES

SYMBOL	DESCRIPTION	SIZE
	PLATANUS RACEMOSA *CALIFORNIA SYCAMORE* **LOPHOSTOMON CONFERTA** *BRISBANE BOX*	24" BOX
	ULMUS PARVIFOLIA *CHINESE ELM*	36" BOX
	ACACIA BAILEYANA *GOLDEN MIMOSA TREE* **ARBUTUS 'MARINA'** *MARINA STRAWBERRY TREE* **EUPHORBIA COTTINIFOLIA** *COPPER PLANT*	48" BOX
	OLEA EUROPAEA *OLIVE TREE* **ULMUS PARVIFOLIA** *CHINESE ELM*	60" BOX
	JACARANDA MIMOSIFOLIA *JACARANDA TREE* **TIPUANA TIPU** *TIPU TREE*	72" BOX
	EXISTING TREE TO REMAIN	--

PLANTING NOTES:

ALL LANDSCAPING SHALL BE LOW PROFILE AROUND PERIMETER FENCING, WINDOWS, DOORS AND ENTRYWAYS, TAKING SPECIAL CARE NOT TO LIMIT VISIBILITY OR PROVIDE CLIMBING ACCESS. FLORAL OR GRASS GROUND COVER IS RECOMMENDED. BUSHES SHALL BE TRIMMED TO 2 TO 3 FEET AND AWAY FROM BUILDINGS. DENSE BUSHES SHALL NOT BE CLUMPED TOGETHER; THIS PROVIDES A HIDING PLACE FOR CRIMINAL ACTIVITY. TREES SHALL BE TRIMMED UP TO 7 FEET.

TREES/BUSHES/SHRUBS SHALL NOT BE PLANTED NEXT TO OR NEAR ANY LIGHT FIXTURE OR LIGHT STANDARD. WHEN GROWN TO MATURITY THIS LANDSCAPING WILL BLOCK THE LIGHT AND REDUCE LIGHTING ON THE GROUND SURFACE.

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NOT TO SCALE

1950-1960 EAST GRAND AVENUE PROJECT

Landscaping/Planting Plan

Figure 9

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Appendix A
Preliminary
Project Site Plans

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Appendix B
Project Photometric Study and Luminaire Schedule and Datasheets

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Appendix C
Air Quality and Greenhouse Gases Assessment

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Appendix D
Cultural Resources Assessment

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Appendix E
Report of Geotechnical Consultation

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Appendix F
Project Preliminary Low Impact Development (LID) Report

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Appendix G
Phase I Environmental Site Assessment

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Appendix H
Noise Impact Analysis

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Appendix I
Project Transportation Impact Analysis

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Appendix J
Will Serve Letters

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Appendix K
Cumulative Projects List

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Appendix L
Draft Mitigation Monitoring Program

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