Skechers Design Center and Executive Offices, Volume 1

Draft Environmental Impact Report
SCH # 2015041081

prepared by
City of Hermosa Beach
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prepared with the assistance of
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180 North Ashwood Avenue
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June 2017

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DRAFT
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Skechers Design Center and Executive Offices

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EXECUTIVE SUMMARY

This Environmental Impact Report (EIR) has been prepared to examine the potential environmental effects of the proposed Skechers Design Center and Executive Offices EIR. The EIR addresses impacts of development and long-term use of a new Design Center with Executive Offices in Hermosa Beach and two proposed office buildings in Manhattan Beach. The environmental analysis identifies the need to mitigate potential impacts related to air quality, biological resources, cultural resources, geology and soils, hazards, and groundwater. The EIR provides feasible measures that would fully mitigate these impacts. Project impacts related to aesthetics, greenhouse gas emissions, hydrology and water quality, land use, public services and utilities are found to be less than significant and do not require mitigation. Impacts to three intersections along SR 1 (Pacific Coast Highway/Sepulveda Boulevard) are found to be significant and would require signalization by Caltrans to fully mitigate. Because action by Caltrans is not within the jurisdiction of the EIR's lead agency, signalization at these intersections cannot be relied on to mitigate. These impacts are therefore identified as significant and unavoidable. Additionally, three intersections along SR 1 would be adversely impacted during the construction phase. This temporary impact cannot be mitigated and is significant and unavoidable. The project would also result in temporary, but prolonged noise impacts to nearby sensitive uses (residences and a daycare facility). Due to the proximity of these sensitive uses, the nature of construction equipment used and the duration of the construction phase, it is not feasible to fully mitigate to a level below significance. The EIR examines the potential for project alternatives to avoid or substantially lessen the otherwise unavoidable traffic and noise impacts, and finds that a greatly reduced project would be environmentally superior, but would fail to meet most of the project objectives.

This section summarizes the characteristics of the proposed project, the identified significant environmental impacts, feasible mitigation measures, and residual impacts associated with the proposed project.

PROJECT SYNOPSIS

Project Applicant

Sepulveda Design Center LLC (Skechers USA Inc.)
330 S. Sepulveda Blvd.
Manhattan Beach, CA 90266
(310) 318-3100

Project Summary

The project consists of three distinct development components in two separate municipal jurisdictions: Hermosa Beach (one component) and Manhattan Beach (two components). The individual sites are referred to herein as "development sites" or simply "sites" while the three are collectively referred to as the "project site." The three development sites are within two separate municipal jurisdictions that use different names for Pacific Coast Highway (PCH). Consequently, PCH may be referred to by three interchangeable names: PCH, S. Sepulveda Boulevard, or State Route (SR 1).

The Hermosa Beach site is located at 2851, 2901, 3001, and 3125 PCH. This development site totals approximately 1.44 acres. The site is zoned C-3 (General Commercial). The 0.65-acre 305 S. Sepulveda Boulevard site in Manhattan Beach is located at 305, 309, and 317 S. Sepulveda Boulevard and 1050 Duncan Avenue. These properties are north of the proposed Hermosa Beach component. The 1.23-acre 330 S. Sepulveda Boulevard site is located at 330 S. Sepulveda Boulevard. The site is immediately north of the existing Skechers offices and would be an extension of the existing offices. Both Manhattan Beach sites are zoned CG (General Commercial).

Proposed development on the three sites is summarized in Table ES-1. The Hermosa Beach component would include a 100,296 square foot (sf) Design Center and 20,207 sf of Executive Offices. The Design Center would include showrooms, product development rooms, general offices, conference rooms, shoe libraries, and a private-company cafeteria. In addition to office space, the Executive Offices building would include a patio, lobby, and Wi-Fi lounge, showers for employees, as well as product development rooms and a management dining area. Both buildings would be three stories in height. The 305 S. Sepulveda component would include 37,174 sf of floor area, while the 330 S. Sepulveda component would be an expansion of the existing building at that location and would encompass 20,328 sf of new floor area. Both buildings would be two stories in height.

Table ES-1
Project Summary

Project Component	New Floor Area (sf)	Maximum Height	New Parking (spaces)	Employment
Hermosa Beach component	120,503	3 stories (35 feet)	609	430
305 S. Sepulveda Component	37,174	2 stories (30 feet)	199	150
330 S. Sepulveda Component	20,328	2 stories (30 feet)	127	75
Total	**178,005**		**935**	**655**

Approximately twice per year, Skechers invites approximately 500 – 1,500 people to attend the Global Sales Conference. This event lasts for three days at the Redondo Beach Performing Arts Center. After lunch, approximately 450 – 500 of those attendees are transported via bus to the Skechers building at 330 S. Sepulveda; the numbers drop on the second and third days of the conference. Attendees are transported utilizing 8 buses with a 60-seat capacity. With completion of the Design Center, the attendees would visit the new showrooms in Hermosa Beach instead of at the 330 S. Sepulveda Building. Buses would only be at the Design Center to drop off and pick up employees. The buses are typically held offsite until they are needed for transportation to deliver the people back to their hotels. Currently, most people stay at the Manhattan Beach Marriott, but with the expansion of the Design Center into Hermosa Beach it is anticipated that some of these visitors would stay at Hermosa Beach hotels.

The objectives for the proposed project are as follows:

- *Develop a new Design Center to display Skechers shoes in modern state of the art showrooms within one location.*

- *Create facilities providing sufficient space for additional offices to meet current and future needs as well as showrooms that would be used during conference events hosted by Skechers approximately twice per year.*
- *Maintain proximity to the existing Skechers campus and the Los Angeles International Airport.*
- *Generate up to 655 new jobs within the cities of Hermosa Beach and Manhattan Beach.*
- *Achieve LEED Gold Certification for all three project components.*
- *Create a consistent pattern of development along SR 1 that matches the existing Skechers campus and redevelops three underutilized sites.*

Discretionary permits requiring approval by the City of Hermosa Beach include:

- *Certification of the Final EIR*
- *Lot Line Adjustments to combine 4 parcels into 1 lot on each side of 30th Street*
- *Precise Development Plan*
- *Administrative Use Permit for the outdoor patio*
- *Parking Plan to account for buses and conferences, at the Design Center only*
- *Vacation of the alley west of/behind 2851 PCH*
- *Easement to allow underground pedestrian tunnel between the two buildings*
- *Construction and encroachment permits*

The following additional approvals will need to be obtained from the City of Manhattan Beach:

305 S. Sepulveda Boulevard

- *Use Permit for development on Sepulveda Boulevard.*
- *Lot Line Adjustments to combine 4 parcels into 1*

330 S. Sepulveda Boulevard

- *Use Permit Amendment for alteration of the existing building's Use Permit*
- *Lot Merger to combine 2 lots into 1*

Caltrans Encroachment Permits may also be needed for shoring and tie-backs for the buildings.

Additional project details, including, among others, on- and off-site infrastructure improvements, underground parking with acceleration/deceleration lanes on SR 1, site excavation and grading, landscaping, proposed energy efficiency features, and the anticipated construction schedule are described in Section 2, Project Description.

AREAS OF KNOWN CONTROVERSY

Neighbors of the three development sites raised a number of issues of potential concern during the EIR scoping process. These issues, detailed in Section 1, Introduction, include concerns about project-related construction effects (notably, traffic and noise) as well as potential long-term issues related to traffic on SR 1 and residential streets in the site vicinity, alteration and/or

loss of views, compatibility and privacy issues related to the introduction of three-story buildings adjacent to residential neighborhoods, noise and air pollution associated with project traffic and operation. Please see subsection 1.1 and Table 1-1 in Section 1 for a complete summary of issues raised during the scoping process.

ISSUES TO BE RESOLVED

This EIR identifies certain impacts that have been identified as unavoidably significant and includes certain mitigation measures that may be infeasible or undesirable. City of Hermosa Beach and City of Manhattan Beach decision makers will need to determine whether the project's benefits outweigh its unavoidable environmental impacts (which include temporary and long-term transportation/circulation impacts and temporary construction-related noise impacts). If the project benefits are found to outweigh these impacts, decision makers will need to adopt a Statement of Overriding Considerations for these impacts. This EIR identifies a number of physical improvements that could mitigate the project's transportation impacts, but the feasibility of several of the measures is uncertain because SR 1 is under Caltrans jurisdiction so implementation of the improvements cannot be assured.

ALTERNATIVES

Section 6 of this EIR analyzes three project alternatives, including the CEQA-required "no project" alternative, a commercial retail alternative, and two versions of a reduced project size alternative.

- ***Alternative 1: No Project/No Development.*** *This alternative, required by CEQA, assumes that none of the project components are constructed and all three development sites remain in their current condition. The Hermosa Beach site and the 305 S. Sepulveda site are developed with vacant commercial buildings that could be reoccupied under this alternative*

- ***Alternative 2: Commercial Retail (Replacing the commercial office buildings with retail uses built in accordance with existing zoning).*** *This alternative would involve replacing the commercial office buildings with retail uses built in accordance with existing zoning (C-3 zone for the Hermosa Beach site and CG zone for the two Manhattan Beach sites).*

- ***Alternative 3: Reduced Project Size.*** *This alternative includes two options for reducing the size of the proposed project in order to reduce overall vehicle trips generated by the project and associated impacts: Reduce all components by 14% (3A), and Remove Coffee Shop/Reduce Design Center Size (3B).*

Various other alternatives were considered, but were determined to be infeasible or would not meet one or more of the basic project objectives. These alternatives are also discussed in Section 6.

The impact of the No Project/No Development alternative would be lower than that of the proposed project for each issue area except hydrology/water quality. Therefore, that alternative would be environmentally superior overall. However, the No Project/No Development alternative would not meet any of the project objectives and would not result in any of the aesthetic and other enhancements associated with the proposed project.

Among the other alternatives, the Reduced Project Size alternative (either Option A or Option B) would incrementally reduce impacts in several issue areas and potentially provide an alternative means of avoiding one significant traffic impact while not creating any new or increased severity impacts. Both options under the Reduced Project Size alternative would meet certain project objectives, but may not meet the objectives related to meeting future space needs and creating jobs.

Neither Option A nor Option B of the Reduced Project Size alternative would eliminate the project's significant and unavoidable construction noise impact at the Hermosa Beach site. Either option would be expected to eliminate the significant traffic impact at the SR 1/Longfellow Drive intersection, but significant and unavoidable traffic impacts would remain at the three intersections along SR 1 where traffic signals are proposed (SR 1/Duncan Avenue-Duncan Drive, SR 1/30th Street, and SR 1/Keats Street). As noted above, further reductions in the project's size were considered; however, a reduction substantial enough to eliminate the project's unavoidably significant traffic and noise impacts would need to be so great that such an alternative clearly would not meet the basic objectives related to meeting future space needs or creating jobs.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table ES-2 summarizes the environmental impacts associated with construction and operation of the proposed project, proposed mitigation measures, and residual impacts. The project's impacts and mitigation measures are discussed in detail in Section 4.

One or more of the project components would have significant impacts with respect to several issue areas. Most of the identified significant impacts can be reduced to below a level of significance with proposed mitigation measures. However, the project would have unavoidably significant impacts with respect to the following issues:

- ***Transportation and Circulation*** *– temporary construction-related impacts at the SR 1/30th Street, SR 1/Keats Street, and SR 1/Tennyson Street intersections; long-term operational impacts at three intersections along SR 1 based on City of Hermosa Beach, City of Manhattan Beach, or Caltrans thresholds (SR 1 / Duncan Avenue-Duncan Drive, SR 1 30th Street, and SR 1 / Keats Street)*

- ***Noise*** *– temporary construction-related impacts at the Hermosa Beach site due to exposure of noise-sensitive residential and day care uses to noise exceeding current City standards during portions of the 30-month construction period*

Significant, unavoidable adverse impacts require a statement of overriding considerations to be issued per Section 15093 of the *State CEQA Guidelines* if the project is to be approved. Impacts identified as significant, but for which identified mitigation can reduce the impact to below a level of significance require findings to be made under Section 15091 of the *State CEQA Guidelines.*

Table ES-2
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
AESTHETICS		
IMPACT 4.1-1 *Would the proposed project cause adverse effects on scenic vistas or viewsheds?* The project would be visible from SR 1 and adjacent private properties, but none of the three project components would adversely affect a scenic vista. Impacts related to scenic vistas would be less than significant.	None required.	Less than significant.
IMPACT 4.1-2 *Would the proposed project substantially degrade the existing visual character or quality of the site and its surroundings?* None of the project components would degrade the visual character or quality of the development sites or their surroundings. All three components would replace smaller scale buildings or vacant properties with larger scale buildings, but would be similar in scale to other two- and three-story buildings in the vicinity of the three development sites. Therefore all three project components would fit in with the urban character along SR 1. The residential area adjacent to the Hermosa Beach component would be exposed to larger scale development, but all three project components would be of high architectural quality and have unique design features that would improve the quality of the development sites and views from the surrounding residential area. Therefore, impacts related to visual character would be less than significant for all three project components.	None required.	Less than significant.
IMPACT 4.1-3. *Would the proposed project substantially degrade the existing visual character or quality of the site and its surroundings (due to shade/shadowing)?* All three project components would involve an increase in structural development and intensity of use on the respective sites, including new and increased shadow impacts on the surrounding properties. However, for all three of the project components, these impacts would be less than significant since shadows would not affect shadow-sensitive public spaces.	None required.	Less than significant.
IMPACT 4.1-4. *Would the proposed project create a new source of substantial light or glare which would adversely affect day or nighttime* news *in the area?* All three project components would involve	None required.	Less than significant.

Table ES-2
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
an increase in structural development and intensity of use on the respective sites, including new and increased lighting. Because of the relatively high ambient lighting levels in the area, none of the project components would substantially alter light or glare conditions and the impacts of all three components would be less than significant.		
AIR QUALITY		
IMPACT 4.2-1 *Would the proposed project conflict with or obstruct implementation of the applicable air quality plan?* The three project components would add a combined 655 employees to the Hermosa Beach/Manhattan Beach work force. This number of new employees is within SCAG employment growth forecasts; therefore, the project would not conflict with the AQMP. Impacts related to AQMP consistency would be less than significant.	None required.	Less than significant.
IMPACT 4.2-2 *Would the proposed project violate any air quality standard; or result in a cumulatively considerable net increase of any criteria pollutant; or expose sensitive receptors to substantial pollutant concentrations?* Project construction would generate temporary increases in localized air pollutant emissions. For the Hermosa Beach and Manhattan Beach components combined, emissions would not exceed SCAQMD thresholds except for 2017 combined maximum daily emissions of NO_x. Therefore, impacts would be less than significant with mitigation incorporated.	The following measure applies to all three project components. **MM 4.2-1 Construction Scheduling.** Schedule construction activities so that grading of the Hermosa Beach site does not overlap with demolition or grading activities associated with either Manhattan Beach component. In addition, demolition activities shall not overlap on the Design Center site and the Executive Office site of the Hermosa Beach component.	Less than significant.

Table ES-2
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
IMPACT 4.2-3 *Would the proposed project violate any air quality standard or contribute substantially to an existing or projected air quality violation; 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; or expose sensitive receptors to substantial pollutant concentrations?* Operation of the proposed project would generate air pollutant emissions, but overall emissions associated with the three project components would not exceed SCAQMD operational significance thresholds. Therefore, long-term regional air quality impacts would be less than significant.	None required.	Less than significant.
BIOLOGICAL RESOURCES		
IMPACT 4.3-1 *Would these proposed project 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 U.S. Fish and Wildlife Service?* Implementation of the 305 S. Sepulveda and 330 S. Sepulveda components has the potential to affect special-status species, including migratory birds, due to the removal of existing mature landscape trees. Impacts associated with these two components would be less than significant with mitigation incorporated.	The following measure applies to the 305 S. Sepulveda and 330 S. Sepulveda components. **MM 4.3-1 Nesting Birds.** If vegetation clearing or other project construction is to be initiated during the bird nesting season (February 1 through September 15), a biologist experienced in conducting nesting bird surveys shall survey for nesting birds no more than three days prior to the start of construction. If the biologist finds any nesting birds within 300 feet of the limits of construction (or within 500 feet for raptors), the biologist shall clearly mark the location of the nest (with staking and flags) and, if warranted, identify feasible measures to avoid any potential adverse effects on nesting birds. Appropriate measures may include attenuating construction noise (through sound-dampening boards or other equipment) to a level of 60 dBA CNEL (as measured in the vicinity of the nest) or otherwise limiting disturbances within a certain distance of the nest until nesting is complete. If the level of 60 dBA cannot be achieved, or if the biological monitor otherwise considers it necessary to avoid potential impacts, the biological monitor shall be present during construction activities to ensure that nesting birds are not disturbed. The biological monitor shall have authority to halt any construction activity determined to be potentially disturbing the nesting of any bird. Construction may continue when the monitor determines that the activity can be carried out without disruption of nesting or when the nest is determined to have fledged or failed.	Less than significant.

Table ES-2
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
CULTURAL RESOURCES		
IMPACT 4.4-1 *Would the proposed project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5; directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or disturb any human remains, including those interred outside of formal cemeteries?* Construction of all three project components would involve ground-disturbing activities such as grading and surface excavation, which have the potential to unearth or adversely impact previously unidentified archaeological resources, paleontological resources, and/or human remains. Impacts associated with all three project components would be less than significant with mitigation incorporated.	The following measures apply to all three project components. **MM 4.4-1(a) Resource Recovery Procedures**. Prior to any ground-disturbing activities or building removal on any of the development sites, an Archaeological Monitoring Plan shall be developed by a qualified archaeologist with provision for review and input by concerned Native Americans and approval by the City of Hermosa Beach or Manhattan Beach. The Plan will also address worker safety during building demolition and ground disturbing activities. In the event that potential archaeological or paleontological resources are unearthed during project construction, possible mitigation strategies include: having detailed documentation of cultural resources; avoidance and/or preservation of the resource; development of a clear collection policy for both prehistoric and historic artifacts, development of a research design and recovery program; or a monitoring report and/or evaluation report. After the find has been appropriately mitigated, work in the area may resume. **MM 4.4-1 (b) Human Remains Recovery Procedures.** If human remains are unearthed ground disturbing activities in the area of the discovery shall immediately be halted or redirected. A temporary construction exclusion zone shall be established surrounding the site to allow for further examination of the find. A City representative shall immediately notify the Los Angeles County Coroner's office by telephone. By law, the Coroner will determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission who will appoint the Most Likely Descendent (MLD). Additionally, if the remains are determined to be Native American, a plan will be developed regarding the treatment of human remains and associated burial objects and the plan will be implemented under the direction of the MLD.	Less than significant.
GEOLOGY AND SOILS		
IMPACT 4.5-1 *Would the proposed project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: b) strong seismic ground shaking, c) or*	The following measure applies to all three project components. **MM 4.5-1 Final Geotechnical Investigation.** A Registered Civil Engineer and Certified	Less than significant.

Table ES-2
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
seismic-related ground failure including liquefaction? Seismically-induced ground shaking could cause ground failure, liquefaction, and risks to human health and safety for all three project components. All project components would be required to comply with California Building Code requirements and applicable recommendations of a final geotechnical investigation to address stability issues and soil integrity. Therefore, impacts associated with all three project components would be less than significant with mitigation incorporated.	Engineering Geologist shall complete a final geotechnical investigation specific to each development site and proposed areas of excavation. The geotechnical evaluation shall include, but not be limited to, an estimation of both vertical and horizontal anticipated peak ground accelerations and potential liquefaction. Subsequent subsurface investigations shall determine appropriate means of mitigating both structural as well as potential health hazards that could be associated with such development activities. Suitable measures to reduce liquefaction impacts could include one or more of the following techniques, as determined by a registered geotechnical engineer: • Specialized design of foundations by a structural engineer; • Removal or treatment of liquefiable soils to reduce the potential for liquefaction; • Drainage to lower the groundwater table to below the level of liquefiable soil; • In-situ densification of soils or other alterations to the ground characteristics; or • Other alterations to the ground characteristics. The geotechnical investigation shall also identify depth to groundwater throughout the development site (including estimated variability over the life of the project), and provide methods to avoid adverse effects associated with encountering groundwater during project-related excavations, including but not limited to dewatering as necessary. The geotechnical report shall be subject to review and approval by the City of Hermosa Beach (Hermosa Beach component) or the City of Manhattan Beach (two Manhattan Beach components). All recommendations provided in the geotechnical report shall be followed during grading and construction.	
IMPACT 4.5-2 *Would implementation of the proposed project result in substantial soil erosion or the loss of topsoil or be located on a geologic unit or soil that is unstable or that would become unstable as a result of the Project, and potentially result in on- or off-site erosion, landslides, subsidence, liquefaction, or collapse?* All three project components would require excavation, which could trigger slope failure, soil erosion, or other soil stability	The following measure applies to all three project components. **MM 4.5-2 Geotechnical Recommendations for Foundation Construction**. The applicant shall comply with the following recommendations to address soil stability concerns associated with project-related excavations, and any supplemental recommendations as determined by a	Less than significant.

Table ES-2
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
issues that could threaten the integrity of the proposed structure and/or surrounding areas. With implementation of mitigation measures and mandatory compliance with California Building Code requirements, impacts would be less than significant with mitigation incorporated for all three project components.	geotechnical investigation of the site: • **Shoring Design.** All designs shall be able to withstand the earth pressure resulting from adjacent soils, traffic loading, and temporary equipment used to excavate the slopes and drive the shoring.. The shoring contractor shall provide the shoring design to a City-approved geotechnical engineer for review and approval prior to commencement of shoring. Lagging deflection and tie back resistance strength shall be measured in the field to ensure that these features are able to withstand the earth pressures that they will undergo. • **Foundation Observations.** All foundation excavations shall be observed by a City-approved geotechnical engineer to verify penetration into the recommended bearing materials. The observation shall be performed prior to the placement of reinforcement. All foundation excavations shall be performed under the continuous observation by a City-approved geotechnical engineer to verify penetration into firm, undisturbed natural soils. Foundations shall be deepened if necessary to extend into satisfactory soils, or proper compaction shall be performed to ensure that the foundation slab is built upon dense compact material. Foundation excavations shall be cleaned of all loose soils prior to placing steel and concrete. Any required foundation backfill shall be mechanically compacted; flooding is not permitted. • **Construction Monitoring.** Compliance with the design concepts, specifications or recommendations during construction requires review by City-approved geotechnical engineer. All foundations shall be observed by a City-approved geotechnical engineer prior to placing concrete or steel. Any fill which is placed shall be observed, tested, and verified if used for engineering purposes. It is the responsibility of the contractor to ensure that all excavations and trenches are properly sloped or shored. All temporary excavations shall be cut and maintained in accordance with applicable Occupational Safety and Health Administration (OSHA) rules and regulations. • **Engineering Review.** The Cities of Hermosa Beach and Manhattan Beach shall review all design plans prior to	

Table ES-2
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
	construction, and incorporate best management practices into final grading and structural design plans as deemed appropriate. In addition, all onsite structures shall be required to comply with applicable provisions of the California Building Code.	
IMPACT 4.5-3 *Would the proposed project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?* All three development sites may be located on expansive or corrosive soils. Consequently, proper engineering practices would be required to ensure that soil conditions would not result in significant adverse impacts. With implementation of an appropriate foundation design, impacts associated with unstable or expansive soils would be a less than significant with mitigation incorporated for all three project components.	The following measures apply to all three project components. **MM 4.5-3(a) Expansive Soils Evaluation.** A Registered Civil Engineer shall analyze surficial and near-surface soils at the site. Depths of analysis would include soil depths subsequent to grading, prior to excavation, and after excavation. This analysis will be completed prior to on-site construction to determine whether expansive soils are present. In the event that clay-rich, expansive soils are present, foundations shall be designed to accommodate expansive soils, and project foundations and structures may be placed on a blanket of non-expansive fill soils to prevent structural damage and/or failure. Foundation design shall be reviewed and approved by a Registered Civil Engineer. **MM 4.5-3(b) Corrosive Soils Design**. All concrete in contact with high sulfate or corrosive soils shall be Type V concrete in accordance with the 2010 California Building Code.	Less than significant.
GREENHOUSE GAS EMISSIONS		
IMPACT 4.6-1 *Would the proposed project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?* All three project components would generate temporary construction and permanent operational GHG emissions that would incrementally contribute to climate change. However, all three components would be consistent with applicable GHG plans and policies, including the SCAG Sustainable Communities Strategy and both the Hermosa and Manhattan Beach Energy Efficiency Climate Action Plans. Therefore, the project's contribution to cumulative climate change impacts would be less than significant.	None required.	Less than significant.

Table ES-2
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
HAZARDS AND HAZARDOUS MATERIALS		
IMPACT 4.7-1 *Would the proposed project create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment or 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, create a significant hazard to the public or the environment?* The Hermosa Beach site currently has contaminated shallow soil that requires mitigation. However, with implementation of a Soil Management Plan, potential impacts related to contaminated soils would be less than significant with mitigation incorporated. Impacts associated with the two Manhattan Beach components would be less than significant.	The following measure applies to the Hermosa Beach component. **MM 4.7-1 Soil Management Plan**. Before the issuance of a grading permit, the impacted shallow soil at the former Midas property and the locally impacted shallow soil remaining at the former BMW Service Department will be remediated in accordance with a Soil Management Plan (SMP) that will be prepared for the entire Hermosa Beach site. Based on the past and recent laboratory data for the project area, the shallow soil impacted with petroleum hydrocarbons will be classified as a non-RCRA - California Waste. The laboratory data for the impacted soil will be used to profile the soil for transport, treatment, and recycling at a licensed treatment facility. The SMP will also include health and safety information for workers and the general public, and will inform the various contractors and workers of the presence of shallow soil impacted with petroleum hydrocarbons and the appropriate measures to safely deal with the soil.	Less than significant.
IMPACT 4.7-2. *Would the proposed project create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?* Existing buildings at the Hermosa Beach and 305 S. Sepulveda sites may currently have non-friable ACBMs. Both sites must be monitored by a qualified consultant for ACMs prior to issuance of a demolition permit to mitigate against this possibility. The impact regarding asbestos would be less than significant with mitigation incorporated.	The following measure applies to the Hermosa Beach and 305 S. Sepulveda components. **MM 4.7-2 Asbestos.** In the event that any suspect ACMs are discovered during construction activities, the materials shall be sampled and analyzed for asbestos content prior to any disturbance. Prior to the issuance of the demolition permit, the applicant shall provide a letter from a qualified asbestos abatement consultant that no ACMs are present in the buildings. If additional ACMs are found to be present, a qualified asbestos abatement consultant shall abated the buildings in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other State and federal rules and regulations.	Less than significant.
IMPACT 4.7-3. *Would the proposed project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?* All three project components could involve temporary lane closures on emergency evacuation routes. However, both Hermosa Beach and Manhattan Beach have review processes in place to ensure that response times and evacuation are not substantially affected. Therefore, impacts related to	Neither the Hermosa Beach component nor either Manhattan Beach component would have significant impacts to emergency response or evacuation. Therefore, mitigation is not required.	Less than significant.

Table ES-2
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
emergency response and evacuation plans would be less than significant.		
HYDROLOGY and WATER QUALITY		
IMPACT 4.8-1. *Would the proposed project violate any water quality standards or waste discharge requirements, create any substantial new sources of polluted runoff, or otherwise degrade water quality?* All three components of the proposed project would have the potential to degrade water quality due to ground-disturbing activities and the accidental release of hazardous materials, but implementation of BMPs and safety protocols would reduce potential impacts. However, compliance with laws and regulations would minimize potential water quality impacts. Therefore, impacts would be less than significant for all three project components.	None required beyond the project-specific SWPPP and SUSMP.	Less than significant.
IMPACT 4.8-2. *Would the proposed project substantially deplete groundwater supplies or interfere with groundwater recharge?* Proposed structures on all three development sites would be located above the groundwater table and would not require permanent dewatering or waterproofing. Local wells would not be used to provide water supply for the project. Dewatering may be needed during construction, which could result in the discharge of potentially contaminated groundwater. Impacts would be less than significant with mitigation incorporated for all three project components.	The following measure applies to all three project components. **MM 4.8-2 Dewatering Plan**. A Dewatering Plan that applies to each project component shall be prepared by the applicant and submitted to the appropriate City Engineer in Hermosa Beach or Manhattan Beach for review and approval prior to the onset of excavation activities, to be implemented if perched or shallow groundwater is encountered during construction and dewatering is necessary to complete construction. The Dewatering Plan shall include Best Management Practices (BMPs) for dewatering, in compliance with the California Stormwater Quality Association (CASQA) Handbook for Construction or other similar guidelines. Should dewatering become necessary, the applicant shall submit a written description of all executed dewatering activities, including steps taken to return encountered groundwater to the subsurface or to dispose of the dewatered groundwater upon the completion of dewatering activities.	Less than significant.
IMPACT 4.8-3. *Would the proposed project substantially alter the existing drainage pattern of the site or area; or create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?* All three project components would alter	None required beyond the project-specific SWPPP and SUSMP.	Less than significant.

Table ES-2
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
drainage patterns and would include ground-disturbing activities that would divert or redirect surface flows. With implementation of construction BMPs included in each individual project components SWPPP and project-specific Low Impact Design measures included in each individual development's SUSMP, potential impacts associated with drainage pattern alterations and surface runoff would be less than significant for all three project components.		
LAND USE AND PLANNING		
IMPACT 4.9-1. *Would the proposed project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?* All three components of the proposed project would be consistent with Hermosa Beach and Manhattan Beach zoning standards and would be primarily consistent with applicable General Plan policies for both communities. There would be some inconsistencies with circulation policies related to traffic congestion on SR 1 and exposure to noise in excess of standards. However, on balance, all three project components are consistent with applicable General Plan policies. Impacts related to consistency with plans, policies, and regulations would therefore be less than significant.	None required. The proposed project, on balance, would be consistent with applicable plans and policies of the cities of Hermosa Beach and Manhattan Beach. Inconsistencies with traffic and noise policies have been identified, but those issues are due to existing traffic levels and congestion along SR 1. Project design features would achieve acceptable interior noise levels and mitigation measures proposed in Section 4.12, Transportation and Circulation, would reduce the project's traffic impact to the degree feasible. However, that although the land use planning/policy impact related to traffic would not be significant, the project's traffic impact would be significant and unavoidable.	Less than significant.
NOISE		
IMPACT 4.10-1. *Would the proposed project expose persons to or generate noise levels in excess of local standards or result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?* Project construction would temporarily generate high noise levels on and adjacent to the three development sites. Construction in Manhattan Beach would occur within hours specified in the Manhattan Beach Municipal Code. Therefore, construction noise impacts associated with the 330 and 305 S. Sepulveda components would be less than significant. Construction in Hermosa Beach would substantially exceed ambient noise levels at noise-sensitive receptors and	The following measures apply to all three project components. **MM 4.10-1 (a) Staging Area**. The contractor shall provide staging areas on-site to minimize off-site transportation of heavy construction equipment. These areas shall be located to maximize the distance between activity and sensitive receptors. This would reduce noise levels associated with most types of idling construction equipment. **MM 4.10-1(b) Newest Power Construction Equipment**. The Project contractor must use the newest available power construction equipment with standard recommended noise shielding and muffling devices. **MM 4.10-1(c) Electrically-Powered Tools and Facilities**. Electrical power shall be used	Significant and unavoidable at the Hermosa Beach site.

Table ES-2
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
would extend for 30 months. Therefore, construction noise impacts associated with the Hermosa Beach component would be significant and unavoidable.	to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities. **MM 4.10 1(d) Temporary Solid Noise Attenuation Barrier.** A temporary sound attenuation barrier shall be erected along the western edge of the Hermosa Beach site prior to demolition and construction activity. This barrier must break the line of sight between construction areas and the ground floor level of adjacent residences and shall be designed to achieve the maximum sound attenuation feasible. Barrier design and its acoustic properties shall be based on a site-specific acoustic analysis prepared by a qualified acoustic engineer to be approved by the Community Development Director prior to issuance of demolition, grading or construction permits. **MM 4.10-1(e) Mufflers.** During project construction, all equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards. Use of manufacturer-certified mufflers associated with construction equipment has been shown to reduce noise levels by 8 to 10 dBA. **MM 4.10-1(f) Construction Noise Complaint Line**. The applicant must provide a non-automated telephone number for local residents and employees to call to submit complaints associated with construction noise. The applicant shall keep a log of complaints and shall address complaints as feasible to minimize noise issues for neighbors. **MM 4.10-1(g) Avoid Operating Equipment Simultaneously.** Whenever possible, the contractor shall ensure that construction activities are scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.	
IMPACT 4.10-2. *Would the proposed project expose people to or generate an excessive ground-borne vibration or ground-borne noise levels?* Project construction would intermittently generate groundborne vibration on and adjacent to the three development sites. This may affect existing receptors near all three sites. However, vibration from construction would be temporary and intermittent, and would not exceed levels that would affect fragile buildings or occur	None required.	Less than significant.

Table ES-2
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
during hours when people normally sleep. Therefore, vibration impacts would be less than significant for all three project components.		
IMPACT 4.10-3. *Would the proposed project expose persons or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies or cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?* Traffic by the three project components has the potential to increase traffic-related noise on roadways in the vicinity of all three development sites under existing plus project conditions. However, the change in noise levels would not exceed thresholds under existing plus project conditions. Therefore, the effect of increased traffic noise on existing uses would be less than significant.	None required.	Less than significant.
IMPACT 4.10-4. *Would the proposed project expose persons or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies or cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?* On-site activities associated with operation of all three project components would generate noise that may periodically be audible to existing uses near each development site. On-site noise sources include stationary equipment such as ventilation and heating systems, deliveries, and trash hauling. Other than noise from mechanical equipment at the Hermosa Beach site, operational noise would comply with existing State regulations and would not increase ambient noise levels beyond noise thresholds. Noise impacts associated with mechanical equipment would be less than significant for both Manhattan Beach sites and less than significant with mitigation incorporated for the Hermosa Beach site.	The following measures apply to the Hermosa Beach component. **MM 4.10-4 Mechanical Equipment.** Outdoor mechanical equipment at the Hermosa Beach site shall be located, hooded, and/or shielded in a manner that limits exposure of adjacent properties to 45 dBA or less. Prior to issuance of occupancy permits, the applicant shall provide a site-specific acoustic analysis prepared to the satisfaction of the Community Development Director by a qualified acoustical engineer that identifies appropriate methods of limiting noise exposure to meet this standard and verifies compliance.	Less than significant.
PUBLIC SERVICES		
IMPACT 4.11-1. *Would the proposed project Induce substantial population growth in an area, either directly (for*	None required.	Less than significant.

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Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? Development associated with the proposed project would add an estimated 655 employees, including 430 in Hermosa Beach and 225 in Manhattan Beach. An estimated 16 of these new employees would be expected to reside in Hermosa Beach and 26 new employees would be expected to reside in Manhattan Beach. This level of population growth would fall within and be consistent with City of Hermosa Beach General Plan, City of Manhattan Beach General Plan, and SCAG population forecasts. Impacts related to inducement of substantial population growth would therefore be less than significant.		
TRANSPORTATION and CIRCULATION		
IMPACT 4.12-1. *Would temporary construction activity associated with the proposed project conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system?* Project construction activities and the associated truck trips and worker trips could temporarily interrupt the local roadway system. Impacts at the SR 1/30th St., SR 1/Keats St., and SR 1/Tennyson St. intersections along SR 1 would be significant and unavoidable.	None available.	Significant and unavoidable.
IMPACT 4.12-2. *Would long-term operation of the proposed project conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system?* The combined proposed project would generate an estimated 1,312 new weekday average daily trips, including 279 AM peak hour trips and 254 PM peak hour trips. This would incrementally increase traffic levels at study intersections and cause potentially significant impacts at a total of six intersections based on City of Hermosa Beach and City of Manhattan Beach thresholds as well as six intersections based on Caltrans significance thresholds. Proposed mitigation measures would reduce impacts to the degree feasible, but implementation of proposed improvements and TDM effectiveness cannot be assured	The following measures apply to all three project components. **MM 4.12-2(a) Intersection No. 9 - SR 1 / Manhattan Beach Boulevard Improvements (Impact from Combined Project and Hermosa Beach Only).** Implement the following improvement: • Modify the existing traffic signal to provide an eastbound right-turn and northbound left-turn overlap phasing. This would allow the two traffic movements to clear the intersection concurrently. Traffic signal timing adjustments shall be conducted. **MM 4.12-2(b) Intersection No. 12 - SR 1/Duncan Avenue Improvements (Impact from Combined Project, Hermosa Beach Only, and 305 S. Sepulveda Blvd. Only).**	Less than significant if all mitigation measures are implemented. However, because required improvements need Caltrans approval and Caltrans is unlikely to approve all three traffic signals proposed as mitigation, impacts at the SR 1/Duncan Avenue-Duncan Drive, SR 1/30th

Table ES-2
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
since they would require approvals from multiple agencies and rely on changes in Skechers' employee commute habits; therefore, impacts to intersections along SR 1 would be significant and unavoidable. The project would also generate traffic on residential streets adjacent to the three development sites, but the increase in traffic would not result in significant impacts to levels of service on any street segments; therefore, impacts to residential streets would be less than significant.	Implement either item a OR items b, c, and d: a. Install a traffic signal at the intersection. Converting from the existing two-way stop-control operations to traffic signal control operations is not expected to result in any adverse impacts to the intersection operation and can improve safety. Pedestrian crossings would be controlled and accommodated via the installation of formal crosswalks. b. Install a second eastbound approach lane on Duncan Avenue. Striping shall be offset so that an eastbound vehicle waiting to turn left (north) at SR 1 would not impede the line of sight of an eastbound vehicle waiting to turn right (south). c. Restrict the eastbound approach movements to right-turn only. d. Restrict both the eastbound and westbound approach movements to right-turn only. **MM 4.12-2(c) Intersection No. 13 - SR 1/Longfellow Avenue, Improvement (Impact from Combined Project).** Implement the following improvement: • Install a northbound right-turn only lane. This improvement would involve roadway widening along the east side of SR 1, which would in eliminate about half of the parkway along the east side of SR 1 south of SR 1. **MM 4.12-2(d) Intersection No. 14 - SR 1/30th Street Improvements (Impact from Combined Project, Hermosa Beach Only, and 330 S. Sepulveda Blvd. Only).** Implement either item a OR items b and c: a. Install a traffic signal at the intersection. Converting from the existing two-way stop-control operations to traffic signal control operations is not expected to result in any adverse impacts to the intersection operation and can improve safety. Pedestrian crossings would be controlled and accommodated via the installation of formal crosswalks. b. Install a second eastbound approach lane on 30th Street. Striping shall be offset so that an eastbound vehicle waiting to turn left (north) at SR 1 would not impede the line of sight of an eastbound vehicle waiting to turn right (south).	Street, and SR 1/Keats Street intersections are considered significant an unavoidable.

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Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
	c. Restrict eastbound approach movements to right-turn only. **MM 4.12-2(e) Intersection No. 15 - SR 1/Keats Street Improvement (Impact from Combined Project, Hermosa Beach Only, and 305 S. Sepulveda Blvd. Only).** Implement the following improvement: • Install a traffic signal at the intersection. Converting from the existing two-way stop-control operations to traffic signal control operations is not expected to result in any adverse impacts to the intersection operations and can improve safety. Pedestrian crossings would be controlled and accommodated via the installation of formal crosswalks. **MM 4.12-2(f) Intersection No. 17- SR 1/Gould Ave. – Artesia Blvd. Improvements (Impact from Combined Project, Hermosa Beach Only, and 305 S. Sepulveda Blvd. Only).** Implement both of the following improvements: • Convert the exterior westbound through lane on Artesia Boulevard to a combination through/right-turn lane. This improvement would in essence result in two westbound right-turn lanes since there is currently only a single westbound right-turn lane. • Install an exclusive eastbound right-turn only lane on Gould Avenue. **MM 4.12-2(g) Transportation Demand Management (Impact from Combined Project, Hermosa Beach Only, and 305 S. Sepulveda Blvd. Only).** The applicant shall develop and implement a Transportation Demand Management (TDM) plan that is aimed at achieving up to a 5 percent reduction in overall vehicle trips to and from the site. The TDM plan will initially include, but not be limited to, the elements described below. The plan will be continually monitored and, if trip reduction goals are not met, will be adjusted to replace any elements found to be ineffective with new elements to be developed in coordination with the staffs of the cities of Hermosa Beach and Manhattan Beach. • **On-Site Employee Transportation Coordinator.** An employee transportation coordinator shall be designated for the proposed project to manage the TDM program and participate in City of Hermosa	

Table ES-2
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
	Beach and City of Manhattan Beach sponsored workshops and information roundtables. Skechers will provide: o Transportation fairs on an annual basis o Information for employees and visitors about local public transit services (including bus lines, existing and future light rail lines and connections, bus fare programs, rideshare programs and shuttles) and bicycle facilities (including routes, rental and sales locations, on-site bicycle racks and showers) o Walking and biking maps for employees and visitors, including information about convenient local services and restaurants within walking distance of the project o Information regarding local rental housing agencies Such transportation information may be provided through a computer terminal with access to the Internet, as well as through the office of the coordinator located at one of the three development sites or another local Skechers building. Transportation information shall also be maintained at the administrative offices of the buildings and/or on the Skechers' web site as a portal. • **TDM Web Site Information.** Transportation information shall be provided in a highly visible and accessible location on Skechers' web site, including links to local transit providers, area walking, bicycling maps, etc., to inform employees and visitors of available alternative transportation modes to access the project and other existing Skechers' buildings and travel in the area. The web site should also highlight the environmental benefits of utilization of alternative transportation modes. • **TDM Promotional Material.** Skechers shall provide and exhibit in public places information materials on options for alternative transportation modes and opportunities. In addition, transit fare media and day/month passes should be made available to employees and visitors during typical business hours. • **Transit Welcome Package.** All new employees shall be provided with a Transit Welcome Package (TWP). The TWP at a minimum will include information regarding	

Table ES-2
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
	Skechers arrangement for free or discounted use of the transit system, area bus/rail transit route and connections/transfers information, bicycle facilities (including routes, rental and sales locations, on-site bicycle racks, walking and biking maps), and convenient local services and restaurants within walking distance of the project. • **Carpool Program for Employees.** Skechers shall provide preferential parking within the parking garages for employees who commute to work in registered carpools. An employee who drives to work with at least one other employee to the site may register as a carpool entitled to preferential parking within the meaning of this provision. • **Public Transit Stop Enhancements.** Working in cooperation with transit agencies and the cities of Manhattan Beach and Hermosa Beach, Skechers shall improve existing bus stops in the immediate vicinity of the three development sites. Enhancements will include, but are not limited, to five bus shelters, and four bike racks at the existing bus stops adjacent to the development sites (see Figure 4.12-9). The bus stop on the northwest corner of the SR 1/Longfellow intersection will be relocated to the southwest corner of that intersection so there is sufficient sidewalk width for the shelter and bike racks. • **Convenient Parking for Bicycle Riders.** Skechers shall monitor utilization of bicycle parking at existing and proposed buildings. If demand for bicycle parking exceeds the supply, Skechers will add bicycle parking as necessary to meet identified demand. • **Employee Alternative Transportation Incentive.** Skechers shall provide financial or other incentives to employees who walk, bike, or take public transit to work. These incentives will be reviewed and approved by Hermosa Beach and Manhattan Beach staff. • **Local Hiring Program.** When hiring Skechers shall conduct outreach to residents who live within two miles of the any of the three development sites (or other buildings where the position of employment is offered). • **Expanded Bicycle Routes.** Skechers shall coordinate with the cities of Hermosa	

Table ES-2
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
	Beach and Manhattan Beach in an effort to enhance and expand the current network of bicycle routes serving all three development sites and existing buildings. Improvements will include, but are not limited to, the addition of signage for two Class III bikeways to connect to Valley/Ardmore, as illustrated on Figure 4.12-9. Improvements shall be funded by Skechers.	
IMPACT 4.12-3. *Would the proposed project conflict with the Los Angeles County Congestion Management Program?* Traffic generated by the proposed project would incrementally increase traffic at the CMP intersection of SR 1 and Gould Avenue – Artesia Boulevard under existing and future conditions. The increase in traffic would exceed CMP thresholds and mitigation is not available for this impact. This is a significant and unavoidable impact.	Mitigation Measure **MM 4.12-2 (f)** would mitigate the AM peak hour impact, but not the PM peak hour impact at Intersection No. 17. No other improvement measures/ mitigation measures have been identified that would fully mitigate the project impacts at the CMP intersection monitoring station location.	Significant and unavoidable.
IMPACT 4.12-4. *Would the proposed project substantially increase hazards due to a design feature?* None of the project components would create or increase traffic hazards in the project area. Impacts would be *less than significant.*	None required.	Less than significant.
IMPACT 4.12-5. *Would the proposed project result in inadequate emergency access?* None of the project components would hinder or otherwise adversely affect emergency access during construction or at project buildout. This impact would be less than significant.	None required.	Less than significant.
IMPACT 4.12-6. *Would the proposed project conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?* The proposed project would not disrupt existing or planned transit, bicycle, or pedestrian facilities or conflict with applicable transit, bicycle or pedestrian plans or policies. Impacts to transit, bicycle, and pedestrian systems would be less than significant.	None required.	Less than significant.

Table ES-2
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
UTILITIES and SERVICE SYSTEMS		
IMPACT 4.13-1. *Would the proposed project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board; require or Result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; or 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?* All three project components would increase wastewater generation, but this increase would not require new or expanded treatment facilities and would not exceed treatment requirements. Impacts related to wastewater generation would be less than significant.	None required.	Less than significant.
IMPACT 4.13-2. *Would the proposed project require or result in the construction of new water treatment facilities or expansion of existing facilities, or have insufficient water supplies available from existing entitlements and resources?* All three project components would increase water demand. The combined demand increase, estimated at 157 acre-feet per year, would be served by CalWater and the City of Manhattan Beach, both of which have sufficient capacity to meet the demands of the proposed project. Impacts would therefore be less than significant.	None required.	Less than significant.
IMPACT 4.13-3. *Would the proposed project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and comply with applicable regulations related to solid waste?* The proposed project would generate an increase in solid waste generation at all three development sites. However, local solid waste disposal facilities have sufficient capacity to accommodate project-generated solid waste and all three project components would comply with applicable solid waste disposal laws and regulations. Therefore, impacts related to solid waste would be less than significant.	None required.	Less than significant.

1 INTRODUCTION

This document is a Draft Environmental Impact Report (EIR) for a proposed commercial project located at three separate sites along the east and west sides of State Route 1 (SR 1) in the cities of Hermosa Beach and Manhattan Beach. Although the three sites are not contiguous, they are close to one another and the project applicant (Skechers) is proposing development on all three sites concurrently. Consequently, the three development proposals are treated as a single project for purposes of this EIR. The three components of the project (referred to throughout this EIR as the "Hermosa Beach component," the "305 S. Sepulveda component," and the "330 S. Sepulveda component," are described in detail in Section 2, *Project Description*.

This section discusses: (1) the EIR background; (2) the legal basis for preparing an EIR; (3) the scope and content of the EIR; (4) lead, responsible, and trustee agencies; and (5) the environmental review process required under the California Environmental Quality Act (CEQA). The proposed project is described in detail in Section 2.0, *Project Description*.

1.1 ENVIRONMENTAL IMPACT REPORT BACKGROUND

The City of Hermosa Beach first issued a Notice of Preparation (NOP) of a Draft EIR in April 2014. That NOP considered only the Hermosa Beach component of the currently proposed project. The City of Hermosa Beach also held two EIR scoping meetings on May 15, 2015: one in the afternoon and one in the evening. Both meetings were held at the Hermosa Beach City Council Chambers at Hermosa Beach City Hall, 1315 Valley Drive.

Subsequent to release of the NOP, it was determined that Skechers had also proposed a facility on a nearby site (305 S. Sepulveda Boulevard) in Manhattan Beach. Based on discussions between the staff at the cities of Hermosa Beach and Manhattan Beach, it was determined that the two development proposals should be considered as a single project for purposes of the CEQA environmental review. Consequently, a revised NOP was issued in November 2015 and the two cities jointly held another EIR scoping meeting on November 18, 2015. This meeting was held at the Hermosa Beach Community Center at 710 Pier Avenue.

Subsequent to release of the second NOP, it was determined that Skechers was also proposing another facility at 330 S. Sepulveda Boulevard in Manhattan Beach, directly across SR 1 from the 305 S. Sepulveda site. Consequently, a third NOP was issued in June 2016 and another EIR scoping meeting was held on June 13, 2016. This meeting was held at the Hermosa Beach City Council Chambers.

Table 1-1 indicates where issues raised in the EIR scoping meetings are addressed in the EIR. The most recent NOP, responses to all three version of the NOP, and summaries of the proceedings from each scoping meeting are included in Appendix A.

Table 1-1
NOP Comments Received at the EIR Scoping Meetings

Topic	Comment/Request	How and Where Subject is Addressed in EIR
May 5, 2015 Scoping Meeting Comments		
Project Description	Clarify how building height is calculated and whether height restrictions apply to rooftop equipment.	See section 2, *Project Description,* and Figure 2-6 for building height.
	Consider use of nearby vacant lots for construction staging.	See Section 2, *Project Description,* for discussion of construction.
	Identify security measures to be included in the project.	Outside of the scope of CEQA.
	Identify where bus staging and drop-off will occur during events.	See Section 2, *Project Description.*
	Clarify whether event spaces would be available to other parties (e.g., the City) when not in use by Skechers.	See Section 2, *Project Description*. There would not be parking for events as buses would shuttle employees.
Aesthetics	Consider a tunnel under 30th Street rather than the proposed pedestrian bridge or potentially a smaller bridge due to concerns about the size and visual impact of the bridge (potentially a project alternative).	Updated plan has been revised to include underground pedestrian bridge (See Section 2, *Project Description*).
	The pedestrian bridge might be mistaken for a parking entrance.	Updated plan has been revised to include an underground pedestrian tunnel (See Section 2, *Project Description*).
	There is a similar pedestrian bridge in Manhattan Beach.	Updated plan has been revised to include an underground pedestrian tunnel (See Section 2, *Project Description*).
	Examine potential view blockage from the pedestrian bridge.	Updated plan has been revised to include an underground pedestrian tunnel (See Section 2, *Project Description*).
	Examine impacts (views, shadows) associated with building height.	See Section 4.1, *Aesthetics*
	Consider potential light spillover onto adjacent residential properties.	See Section 4.1, *Aesthetics*
	Consider greenscaping of horizontal surfaces (roofs) similar to Hermosa Work Lofts.	See Section 2, *Project Description*, and Section 4.1, *Aesthetics*, for discussion of landscaping and roof/patio vegetation.
Air Quality	Consider venting of the subterranean parking structure; directing of ventilation toward SR 1 and away from adjacent residences. Consider use of vegetation to shield residences from fumes.	See Section 4.2, *Air Quality*, for discussion of air quality impacts, and Section 4.1, *Aesthetics*, for discussion of landscaping and vegetation screening.
	Consider possible impacts to the nearby pre-school (also, a noise concern).	See EIR Section 4.10, *Noise.*
Geology	Consider safety issues associated with the subterranean parking garage.	See Section 4.5 *Geology and Soils*.

Table 1-1
NOP Comments Received at the EIR Scoping Meetings

Topic	Comment/Request	How and Where Subject is Addressed in EIR
Land Use and Planning	Consider the community's history of resistance to developing 744 Longfellow. Investigate a previous petition submitted to the City.	The property 744 Longfellow Avenue is no longer included in the project site (see Section 2, *Project Description*).
	Consider privacy issues associated with placement of the project adjacent to residences, including during special events.	See Sections 4.1, *Aesthetics,* and 4.9, *Land Use and Planning.*
	Consider offsetting of windows with adjacent residences.	See Section 4.1, *Aesthetics*, for discussion impact AES-5 of windows and reflectivity.
	Consider ground level parking between Skechers and residences to provide a buffer.	Considered as a project alternative but rejected since this would not reduce or avoid any identified significant effect (see Section 6, *Alternatives*).
	Determine whether there is precedent for merger of multiple lots.	This is not a CEQA issue, but see Section 4.9, *Land Use*, for discussion of consistency with applicable land use plans and policies.
	Consider restrictions on activities at outdoor terraces due to noise and privacy concerns.	See Sections 4.9, *Land Use and Planning*, and 4.10, *Noise.*
	Identify designated smoking area locations, both during construction and in the long-term.	Smoking designation areas are outside of the scope of CEQA.
	Examine whether the pedestrian bridge could become a homeless refuge.	Updated plan has been revised to include an underground pedestrian tunnel. See Section 2, *Project Description*.
Noise/Vibration	Examine the potential for damage to adjacent structures from construction-related vibration.	See Section 4.10, *Noise.*
	Determine whether "shredding" will be conducted onsite and, if so, what the noise impacts would be.	See Section 4.10, *Noise.*
	Examine impacts associated with the requested modification to construction hours. Consider other options. There is a concern that workers will show up earlier than the 7 AM proposed construction start time (perhaps 6 AM) and stay later than the end time.	See Section 4.10, *Noise* .
	Examine noise and vibration impacts associated with construction.	See Section 4.10, *Noise.*
	Consider a sound barrier along the western site boundary (also, for privacy).	See Section 4.10, *Noise* .
Population/Housing	Consider potential impacts to affordable housing due to removal of the affordable housing overlay (AHO) on the site.	The applicant's original request included a Conditional Use Permit (CUP) that was required to allow the Hermosa Beach component within the AHO Overlay district. However, during the course of the City's project review, the AHO designation was removed for consistency with the City's 2013 Housing Element. Therefore, the CUP

Table 1-1
NOP Comments Received at the EIR Scoping Meetings

Topic	Comment/Request	How and Where Subject is Addressed in EIR
		is no longer needed and is no longer part of the applicant's request.
	Determine the proportion of Skechers employees who will live in Hermosa Beach and whether new employees would generate housing demand.	See Section 4.11, *Population and Housing.*
Transportation/Traffic	Consider cumulative impacts from other planned and pending developments in the area.	See Section 3, *Environmental Setting*, and Section 4, *Environmental Impact Analysis.*
	Examine potential construction truck haul routes and potential impacts.	See Section 4.12, *Transportation and Circulation.*
	Consider both short-term parking impacts during construction and the adequacy of the proposed onsite parking to accommodate the long-term needs of the proposed center.	See Section 4.12, *Transportation and Circulation.*
	Consider the locations of construction worker parking and potential impacts.	See Section 4.12, *Transportation and Circulation.*
	Examine whether or not weekend construction would be allowed and, if so, any potential impacts.	See Section 2, *Project Description*, and 4.10, *Noise*, for construction schedules and timing. .
	Examine potential traffic safety impacts between the project site and Artesia Blvd.	See Section 4.12, *Transportation and Circulation.*
	Analyze effects of the proposed right-turn out only on overall traffic flow.	See Section 4.12, *Transportation and Circulation.*
	Examine the impact off traffic on 30th and Longfellow. Consider turn restrictions to minimize impacts to these and other residential streets.	See Section 4.12, *Transportation and Circulation.*
	Examine potential impacts associated with visitors parking on residential streets rather than using the parking structure.	See Section 4.12, *Transportation and Circulation.*
	Examine trash truck routes and schedules (also with respect to noise).	See Sections 4.12, *Transportation and Circulation* and 4.10, *Noise.*
	Examine impacts to Dianthis and other residential streets.	See Section 4.12, *Transportation and Circulation.*
	Consider the fact that Longfellow is narrow and currently cannot accommodate two-way traffic when cars are parked on both sides of the street.	See Section 4.12, *Transportation and Circulation.*
	Examine the effect of the 30th Street closure during construction. Identify routes residents can use to access SR 1.	See Section 4.12, *Transportation and Circulation.*
	Consider a possible new traffic signal on SR 1, potentially at Keats.	See Section 4.12, *Transportation and Circulation.* A traffic signal at SR 1/Keats is included as a mitigation measure.
	Examine the potential for u-turns at Longfellow and potential PM peak hour impacts to Longfellow.	See Section 4.12, *Transportation and Circulation.*
	Consider a speed hump on	See Section 4.12, *Transportation and*

Table 1-1
NOP Comments Received at the EIR Scoping Meetings

Topic	Comment/Request	How and Where Subject is Addressed in EIR
	Longfellow.	*Circulation,* for a discussion of impacts to residential streets in the project site vicinity.
	Consider the use of mechanical parking, which would reduce excavation and potential liquefaction-related impacts.	This type of parking is not proposed by the applicant. Liquefaction impacts are discussed in Section 4.5, *Geology and Soils.*
	Examine emergency response impacts during the 30th Street closure.	See Section 4.12, *Transportation and Circulation,* and Initial Study, NOP Section 14, *Public Services*
	Compare proposed parking totals to City standards and projected employee demand.	See Section 4.12, *Transportation and Circulation.*
	Examine whether tandem parking spaces would be used.	See Section 4.12, *Transportation and Circulation.*
	Include a deceleration lane on SR 1 (this is part of the proposal).	See Section 2, *Project Description*, and Section 4.12, *Transportation and Circulation.* The Hermosa Beach component includes a widened shoulder to allow for deceleration.
Utilities/Service Systems	Consider recycling of construction waste.	See Section 2, *Project Description*, which states that 80 percent of construction waste, by weight, would be recycled.
	Consider a graywater system for landscape irrigation.	See Section 4.13, *Utilities and Service Systems.*
	Consider whether the sewer can accommodate the project	See Section 4.13, *Utilities and Service Systems.*
Alternatives	Consider a smaller project.	See Section 6,*Alternatives*.Two versions of a smaller project have been analyzed.
	Consider a larger setback between the project and residences to the west.	See Section 6, *Alternatives*. This alternative was considered, but rejected because it would not address an identified significant impact.
	Consider restricting access to the parking structure to SR 1 (no 30th Street access).	See Section 6, *Alternatives*. This alternative was considered, but rejected because it would not address an identified significant impact and would worsen traffic congestion on SR 1.
	Consider whether the project could be built at another site.	See Section 6, *Alternatives*. This alternative was considered, but rejected because the applicant does not have access to another similar site and because it is unlikely that moving the project to another location in Hermosa Beach or Manhattan Beach would reduce impacts.
	Consider adding a pedestrian bridge across SR 1 rather than across 30th Street.	The pedestrian bridge across 30th Street has been eliminated (see Section 2, *Project Description*). See Section 6, *Alternatives,* for discussion of project alternatives.

Table 1-1
NOP Comments Received at the EIR Scoping Meetings

Topic	Comment/Request	How and Where Subject is Addressed in EIR
November 18, 2015 Scoping Meeting Comments		
Project Description	Clarify whether only 2 events will be held at the Design Center each year.	See Section 2, *Project Description*.
	Clarify whether use of the Design Center is a corporate office or distribution center.	See Section 2, *Project Description*.
	Clarify whether a traffic signal is proposed at SR 1 and Keats St.	A signal is not proposed as part of the project, but is included as a mitigation measure in Section 4.12, *Transportation and Circulation*.
	Clarify the length of the construction period.	See Section 2, *Project Description*.
	Clarify whether Skechers owns the project sites and for how long they have had ownership.	Skechers owns all three sites (see Section 2, *Project Description*).
	Consider noticing the entire City rather than just those within a 500-foot radius around the project site.	All noticing will meet CEQA requirements, and per Hermosa Beach City Council directive, the project is being noticed using a 1,000-foot radius.
	Include a description of other properties in the area that Skechers owns.	Both the 305 S. Sepulveda Boulevard and 330 S. Sepulveda Boulevard sites have been added to the project.
	Clarify whether commercials will be filmed at the project sites and, if so, determine frequency of filming events.	Filming of commercials is not part of the project description.
Aesthetics	The project would negative impact the small town atmosphere of Hermosa Beach.	See sections 4.1, *Aesthetics*, and 4.9, *Land Use and Planning*.
	Examine potential effects on public and private views to nearby residences and roads.	See Section 4.1, *Aesthetics*.
	Examine whether the buildings would affect the scenic gateway into Hermosa Beach when heading south on SR 1	See Section 4.1, *Aesthetics*.
	Examine potential impacts on protected scenic vistas.	See Section 4.1, *Aesthetics*.
	Examine impacts to views from Longfellow and SR 1.	See Section 4.1, *Aesthetics*.
	Examine the 35' height through the use of photosimulations and/or story poles.	See Section 4.1 *Aesthetics* for discussion related to building height. Photosimulations of the project are included in Section 4.1.
Air Quality	Consider effects on community health due to air pollution and stress related issues.	See Section 4.2, *Air Quality*.
	Consider venting of the subterranean parking structure; directing of ventilation toward SR 1 and away from adjacent residences.	See Section 2, *Project Description*.
Cultural Resources	Consider how the proposed building would affect the community's cultural heritage.	Cultural heritage is a socioeconomic issue that is outside CEQA's scope. See Section 4.4, *Cultural Resources*,

Table 1-1
NOP Comments Received at the EIR Scoping Meetings

Topic	Comment/Request	How and Where Subject is Addressed in EIR
		for a discussion of physical impacts to cultural resources.
Greenhouse Gas Emissions	Consider whether the project is consistent with the Carbon Neutral goals of Hermosa Beach.	See Section 4.6, *Greenhouse Gas Emissions.*
	Consider GHG emissions and whether the project can provide GHG offsets or GHG reductions consistent with Hermosa Beach goals.	See Section 4.6, *Greenhouse Gas Emissions* .
Hydrology and Water Quality	Consider how development of the sites will affect storm drain runoff and water quality.	See Section 4.8, *Hydrology and Water Quality*.
Land Use and Planning	Consider whether the project would have an impact on the nearby medical facility.	No specific impacts to this facility are anticipated, but see Section 4, *Environmental Impact Analysis*, for general impacts.
	Consider whether there is an appropriate buffer located between neighboring residences and the project.	See section 4.1, *Aesthetics*, and 4.9*, Land Use and Planning*.
	Consider whether the project is consistent with policies related to residential and commercial land uses.	See Section 4.9, *Land Use and Planning.*
	Consider whether the proposed commercial land use may overwhelm neighboring residential uses.	See sections 4.1, *Aesthetics*, and 4.9 *Land Use and Planning.*
	Evaluate whether the proposed uses are family friendly.	This issue is not within CEQA's scope.
	Consider the potential effects of the employee cafeteria would have on local revenues.	Economic impacts are not within CEQA's scope.
	Determine whether the project description conflicts with the existing deed on the property.	See Section 4.9, *Land Use and Planning.*
	Determine whether the project is consistent with the City's Decision Making Tool.	See Section 4.9, *Land Use and Planning.*
	Consider specific CUP provisions that would be imposed as part of the project.	CUP provisions would be imposed by City decision makers in conjunction with any project approval.
	Ensure that the document includes mitigation measures to address issues surrounding land use compatibility between residential and commercial.	See Section 4.9, *Land Use and Planning.*
	Consider the potential effects the project could have on community character (including aesthetics).	See sections 4.1, *Aesthetics*, and 4.9, *Land Use and Planning.*
	Determine whether there is precedent for merger of multiple lots or if the project would be precedent setting.	Lot mergers are discretionary actions that are considered based on their merits on a case-by-case basis.
	Examine whether the subterranean parking could become a homeless	The parking garages would be controlled by Skechers. There is no

Table 1-1
NOP Comments Received at the EIR Scoping Meetings

Topic	Comment/Request	How and Where Subject is Addressed in EIR
	refuge.	evidence that these facilities would become homeless refuges. Access is to be controlled by security gates with after-hours access only for employees. Coffee house parking will only be open during business hours.
	Consider whether the project would enhance the local beach culture.	See Section 4.1, *Aesthetics*.
	Determine if the project would generate tax income or revenue for the City.	Economic impacts are not within CEQA's scope.
	Examine whether the project would have an adverse effect on local small businesses.	Economic impacts are not within CEQA's scope.
Noise	Consider effects on community health from increase noise levels, including stress related issues.	See Section 4.10, *Noise.*
	Examine noise impacts from the use of the outdoor terraces.	See Section 4.10, *Noise.*
	Examine noise and vibration impacts from loading zones located off 30th Street. Consider hours and frequency of use.	See Section 4.10, *Noise.*
	Examine noise impacts from equipment located on the roof of the buildings. Consider locating on the SR 1 side of the buildings. Determine whether this equipment has restrictions on located based on property deed.	See Section 4.10, *Noise.*
	Examine impacts associated with the requested modification to construction hours.	See Section 4.10, *Noise.*
	Examine noise and vibration impacts associated with construction.	See Section 4.10, *Noise.*
Population and Housing	Consider potential impacts from commuters outside of the area traveling into Hermosa Beach and Manhattan Beach only for work.	See sections 4.11, *Population and Housing,* and 4.12, *Transportation and Circulation*.
	Determine whether the project would stimulate community activity.	This consideration is not within CEQA's scope.
Public Services	Consider whether the project would provide funding to support additional public services needed to support the project.	See Initial Study Section 14, *Public Services* Checklist Question A
Transportation and Circulation	Consider effects on community health from increased levels of traffic, including stress related issues.	See Section 4.12, *Transportation and Circulation.*
	Examine whether increased traffic would result in additional traffic accidents.	See Section 4.12, *Transportation and Circulation.*
	Examine impacts from construction, including increased traffic, truck trips,	See Section 4.12, *Transportation and Circulation.*

Table 1-1
NOP Comments Received at the EIR Scoping Meetings

Topic	Comment/Request	How and Where Subject is Addressed in EIR
	and loss of on street parking.	
	Examine potential traffic impacts from increased traffic on SR 1.	See Section 4.12, *Transportation and Circulation.*
	Examine whether the left turn lane from SR 1 into the parking structure would back-up and create congestion.	See Section 4.12, *Transportation and Circulation.*
	Examine impacts to on-street parking during operation of the project.	See Section 4.12, *Transportation and Circulation.*
	Consider all foreseeable future projects in the traffic analysis. Include mitigation measures to address impacts related to increased traffic in the area.	See sections 3, *Environmental Setting*, and 4.12, *Transportation and Circulation.*
	Examine where Skechers employees currently parking in lots located on the Hermosa Beach project site would park during construction.	See Section 4.12, *Transportation and Circulation.*
	Examine potential safety issues associated with truck turns into the Hermosa Beach project driveway .	See Section 4.12, *Transportation and Circulation.*
	Consider traffic impacts during morning commute hours and its effect on high school traffic and school drop-off areas.	See Section 4.12, *Transportation and Circulation.*
	Examine safety issues from increased truck trips on Sepulveda Blvd.	See Section 4.12, *Transportation and Circulation.*
Utilities and Services Systems	Consider whether there is capacity with City service systems including sewer and electrical service.	See Section 4.13, *Utilities and Service Systems*, for discussion of wastewater and Section 5.0, *Other CEQA-Required Discussions,* for electrical service information.
Cumulative and Long-Term Impacts	Consider all cumulative impacts into the foreseeable future	See sections 3, *Environmental Setting*, and 4, *Environmental Impact Analysis*. Cumulative projects have been considered.
	Include all Skechers future plans for the area; for example, if they are building a corporate campus.	All current Skechers plans are considered (see Section 2, *Project Description*).
	Consider modifications to property ownership with respect to future plans for the sites.	This EIR examines the currently proposed project. Any future plans for the project site that require discretionary approvals would need to be considered in a subsequent environmental document.
Alternatives	Consider no change in zoning on the R-1 lot located on Longfellow Avenue.	The lot on Longfellow Avenue has been eliminated from the project (see Section 2, *Project Description*).
	Consider alternatives that address different size, height, and mixture of uses. Consider a mixed use option with retail and restaurant uses on the ground floor.	See Section 6, *Alternatives* ,for discussion of project alternatives. A retail alternative and two reduced project size alternatives have been analyzed.
	Consider restricting access to the Manhattan Beach site to be from Sepulveda Blvd. only.	See Section 6, *Alternatives* for discussion of project alternatives.

Table 1-1
NOP Comments Received at the EIR Scoping Meetings

Topic	Comment/Request	How and Where Subject is Addressed in EIR
	Consider a dead end for Boundary Place at the Manhattan Beach site.	See Section 6, *Alternatives,* for discussion of project alternatives
June 13, 2016 Scoping Meeting Comments		
Project Description	Clarify whether the project will include a deceleration lane on SR 1.	See Section 2, *Project Description*, and Section 4.12, *Transportation and Circulation.* The Hermosa Beach component includes a widened shoulder to allow for deceleration.
	Clarify whether the proposed coffee house would be only for employees or whether offsite patrons, including students, could patronize the facility.	See Section 2, *Project Description*.
	Clarify whether the alley behind the Design Center site would be used during construction.	See sections 2, *Project Description*, and 4.10, *Noise*.
	Clarify where employees would park during construction and how construction would be staged and managed.	See Section 2, *Project Description*.
	Clarify whether a traffic signal would be installed at SR 1/Keats.	A signal is not proposed as part of the project, but is included as a mitigation measure in Section 4.12, *Transportation and Circulation*.
	Consider whether the proposed buildings could house more employees and generate more parking demand if they were to change owners and/or use.	This EIR examines the currently proposed project. Any future plans for the project site that require discretionary approvals would need to be considered in a subsequent environmental document.
	Clarify where smoking would be allowed onsite.	Smoking designation areas are outside CEQA's scope.
Aesthetics	Consider undergrounding of utility lines fronting the project site.	Utility lines will be undergrounded (see sections 2, *Project Description*, and 4.9, *Land Use and Planning*).
	Perform a sensitivity analysis of building height to determine the precise impacts to views associated with buildings of varying heights.	See Section 4.1, *Aesthetics.*
Air Quality	Consider air quality impacts to the adjacent kindergarten.	See Section 4.2, *Air Quality.*
	Examine the effects of dust generated by construction on neighboring properties.	See Section 4.2, *Air Quality.*
Greenhouse Gas Emissions	Consider whether the project is consistent with the Carbon Neutral goals of Hermosa Beach.	See Section, 4.6, *Greenhouse Gas Emissions.*
	Consider GHG emissions and whether the project can provide GHG offsets or GHG reductions consistent with Hermosa Beach goals.	See Section 4.6, *Greenhouse Gas Emissions*.
Hydrology/Water Quality	Consider the impacts of subterranean parking on drainage.	See Section 4.8, *Hydrology and Water Quality* .

Table 1-1
NOP Comments Received at the EIR Scoping Meetings

Topic	Comment/Request	How and Where Subject is Addressed in EIR
Noise	Consider truck noise on residential streets during project construction and operation.	See Section 4.10, *Noise.*
	Consider noise impacts to the adjacent kindergarten.	See Section 4.10, *Noise.*
	Examine noise and vibration impacts associated with the subterranean parking and tunnel.	See Section 4.10, *Noise.*
	Consider noise related to mechanical equipment at 305 S. Sepulveda.	See Section 4.10, *Noise.*
	For parking garage entrances, use non-screech concrete.	See Section 4.10, *Noise.*
	Consider noise and access issues related to idling trucks.	See Section 4.10, *Noise.*
Transportation/Traffic	Consider cul de sacs on Longfellow, 30th Street, and Duncan in order to eliminate cut through traffic on neighborhood streets.	See Section 4.12, *Transportation and Circulation.*
	Examine impacts related to losing the use of SR 1, particularly during construction.	See Section 4.12, *Transportation and Circulation.*
	Examine traffic and related impacts (air quality, noise) associated with trash pickup and loading operations at 305 S. Sepulveda.	See sections 4.2, *Air Quality*, 4.10, *Noise*, and 4.12, *Transportation and Circulation.*
	Consider signs clarifying that trucks over a certain weight are prohibited on residential streets.	See Section 4.12, *Transportation and Circulation.*
	Consider cut through traffic on 30th Street.	See Section 4.12, *Transportation and Circulation.*
	Consider overflow parking impacts on residential streets and possible use of permit parking to encourage employees and visitors to use on-site parking.	See Section 2, *Project Description*, regarding parking. Parking meets Code requirements and is not an environmental issue under CEQA.
Utilities/Service Systems	Examine potential impacts to the aging local sewer system.	See Section 4.14, *Utilities and Service Systems*.
Cumulative/Long-term impacts	Consider the cumulative effects of other area projects, during construction and long-term operation of the project.	Cumulative effects are considered. See sections 3, *Environmental Setting*, and 4, *Environmental Impact Analysis*.
Alternatives	Consider alternative means of access for the 305 S. Sepulveda component in particular (e.g., moving the driveway to Sepulveda) in order to minimize traffic on residential streets.	See Section 6, *Alternatives.*
	Consider varying work shifts to minimize peak traffic impacts and parking demand.	See Section 6, *Alternatives.*

1.2 PURPOSE AND LEGAL AUTHORITY

The proposed project requires the discretionary approval of the cities of Hermosa Beach (Hermosa Beach component) and Manhattan Beach (305 S. Sepulveda and 330 S. Sepulveda components). Therefore, the project is subject to the environmental review requirements of CEQA. In accordance with Section 15121 of the *CEQA Guidelines* (California Code of Regulations, title 14), the purpose of this EIR is to serve as an informational document that:

> *...will inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.*

This EIR has been prepared as a Project EIR pursuant to Section 15161 of the *CEQA Guidelines.* A Project EIR is appropriate for a specific development project. As stated in the *CEQA Guidelines:*

> *This type of EIR should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project, including planning, construction, and operation.*

This EIR is to serve as an informational document for the public and City of Hermosa Beach decision-makers. The process will culminate with a Planning Commission hearing to consider certification of a Final EIR and approval of the proposed project.

1.3 SCOPE AND CONTENT

This EIR addresses impacts identified by the Initial Study to be potentially significant. The following issues were found to have potentially significant impacts and have been studied in the EIR:

- *Aesthetics*
- *Air Quality*
- *Biological Resources*
- *Cultural Resources*
- *Geology & Soils*
- *Greenhouse Gas Emissions*
- *Hazards & Hazardous Materials*
- *Hazards & Hazardous Materials*
- *Hydrology &Water Quality*
- *Noise*
- *Population & Housing*
- *Transportation and Circulation*
- *Utilities & Service Systems*

Issue areas found to be less than significant and not studied in this EIR are discussed in Section 1.4.

In preparing the EIR, use was made of pertinent City policies and guidelines, certified EIRs and adopted CEQA documents, and background documents prepared by the City. A full reference list is contained in Section 7.0, *References and Report Preparers*.

The alternatives section of the EIR (Section 6.0) was prepared in accordance with Section 15126.6 of the *CEQA Guidelines.* The alternatives discussion evaluates the CEQA-required "no project" alternative and three alternative scenarios for the site.

The level of detail contained throughout this EIR is consistent with the requirements of CEQA and applicable court decisions. Section 15151 of the *CEQA Guidelines* provides the standard of adequacy on which this document is based. The *Guidelines* state:

> *An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good faith effort at full disclosure.*

1.4 ISSUE AREAS FOUND NOT TO BE SIGNIFICANT

The following issues on the environmental checklist were addressed in the Initial Study (Appendix A). As indicated in the Initial Study, there is no substantial evidence that significant impacts would occur in any of these issue areas.

1.4.1 Agricultural and Forest Resources

The project site is within an urbanized area. There are no agricultural activities onsite and the project site does not contain forestry resources. Implementation of the proposed project would not involve conversion of farmland to non-agricultural uses or non-forestry resources. No impact would occur.

1.4.2 Mineral Resources

The project site is in an urbanized area that is not used for mineral resource extraction. No impact would occur.

1.4.3 Public Services

The proposed project does not include the construction of housing; however the project would generate population growth adding new employees to Hermosa Beach and Manhattan Beach. Population growth would be about 0.1 percent and would not have a substantial effect on public services. The proposed project would comply with existing regulations and is within the service areas of existing fire and police facilities. As indicated in the Initial Study for the project existing fire and police facilities have the capacity to serve all three project components. The proposed project would generate an incremental number of new students and would not increase demand for park facilities. Impacts would be less than significant.

1.4.4 Recreation

The proposed project does not involve the construction of housing and would not generate population growth. Therefore, the proposed project would not increase demand for recreational facilities. Impacts would be less than significant.

1. 5 LEAD, RESPONSIBLE, AND TRUSTEE AGENCIES

The *CEQA Guidelines* define lead, responsible and trustee agencies. The City of Hermosa Beach is the lead agency for the project because it holds principal responsibility for approving the Hermosa Beach component of the proposed project.

A responsible agency refers to a public agency other than the lead agency that has discretionary approval over the project. Although the City of Manhattan Beach holds principal responsibility for approving the 305 and 330 S. Sepulveda components of the project, it is acting as a responsible agency with respect to the EIR because the cities of Hermosa Beach and Manhattan Beach jointly determined that the three project components, though located in different jurisdictions, constitute a single project for purposes of CEQA. The City of Manhattan Beach has been involved in the preparation of the EIR.

A trustee agency refers to a state agency having jurisdiction by law over natural resources affected by a project. There are no trustee agencies for the proposed project.

1.6 ENVIRONMENTAL REVIEW PROCESS

The major steps in the environmental review process, as required under CEQA, are outlined below. The steps are presented in sequential order.

1. **Notice of Preparation (NOP).** After deciding that an EIR is required, the lead agency (City of Hermosa Beach) must file a NOP soliciting input on the EIR scope to the State Clearinghouse, other concerned agencies, and parties previously requesting notice in writing *(CEQA Guidelines* Section 15082; Public Resources Code Section 21092.2). The NOP must be posted in the County Clerk's office for 30 days. The NOP may be accompanied by an Initial Study that identifies the issue areas for which the proposed project could create significant environmental impacts.

2. **Draft Environmental Impact Report (DEIR) Prepared.** The DEIR must contain: a) table of contents or index; b) summary; c) project description; d) environmental setting; e) discussion of significant impacts (direct, indirect, cumulative, growth-inducing and unavoidable impacts); f) a discussion of alternatives; g) mitigation measures; and h) discussion of irreversible changes.

3. **Notice of Completion.** The lead agency must file a Notice of Completion with the State Clearinghouse when it completes a DEIR and prepare a Public Notice of Availability of a DEIR. The lead agency must place the Notice in the County Clerk's office for 30 days (Public Resources Code Section 21092) and send a copy of the Notice to anyone requesting it *(CEQA Guidelines* Section 15087). Additionally, public notice of DEIR availability must be given through at least one of the following procedures: a) publication in a newspaper of general circulation; b) posting on and off the project site; and c) direct mailing to owners and occupants of contiguous properties. The lead agency must solicit input from other agencies and the public, and respond in writing to all comments received (Public Resources Code Sections 21104 and 21253). The minimum public review period for a DEIR is 30 days. When a DEIR is sent to the State Clearinghouse for review, the public review period must be 45 days unless the Clearinghouse approves a shorter period (Public Resources Code 21091).

4. **Final EIR (FEIR).** An FEIR must include: a) the DEIR; b) copies of comments received during public review; c) list of persons and entities commenting; and d) responses to comments.

5. **Certification of FEIR.** Prior to making a decision on a proposed project, the lead agency must certify that: a) the FEIR has been completed in compliance with CEQA; b) the FEIR was presented to the decision-making body of the lead agency; and c) the decision-making body reviewed and considered the information in the FEIR prior to approving a project *(CEQA Guidelines* Section 15090).

6. **Lead Agency Project Decision.** The lead agency may: a) disapprove a project because of its significant environmental effects; b) require changes to a project to reduce or avoid significant environmental effects; or c) approve a project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted *(CEQA Guidelines* Sections 15042 and 15043).

7. **Findings/Statement of Overriding Considerations.** For each significant impact of the project identified in the EIR, the lead agency must find, based on substantial evidence, that either: a) the project has been changed to avoid or substantially reduce the magnitude of the impact; b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible *(CEQA Guidelines* Section 15091). If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision.

8. **Mitigation Monitoring Reporting Program.** When the lead agency makes findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects.

9. **Notice of Determination.** The lead agency must file a Notice of Determination after deciding to approve a project for which an EIR is prepared (*CEQA Guidelines* Section 15094). A local agency must file the Notice with the County Clerk. The Notice must be posted for 30 days and sent to anyone previously requesting notice. Posting of the Notice starts a 30-day statute of limitations on CEQA legal challenges (Public Resources Code Section 21167[c]).

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2 PROJECT DESCRIPTION

This section describes the proposed project, including the project applicant, project location, major project characteristics, project objectives, and discretionary approvals needed for project approval.

2.1 PROJECT APPLICANT

Sepulveda Design Center LLC (Skechers USA Inc.)
330 S. Sepulveda Blvd.

Manhattan Beach, CA 90266
(310) 318-3100

2.2 LEAD AGENCY CONTACT PERSON

Ken Robertson, Director
City of Hermosa Beach
Community Development Department
1315 Valley Drive
Hermosa Beach, CA 90254
(310) 318-0242

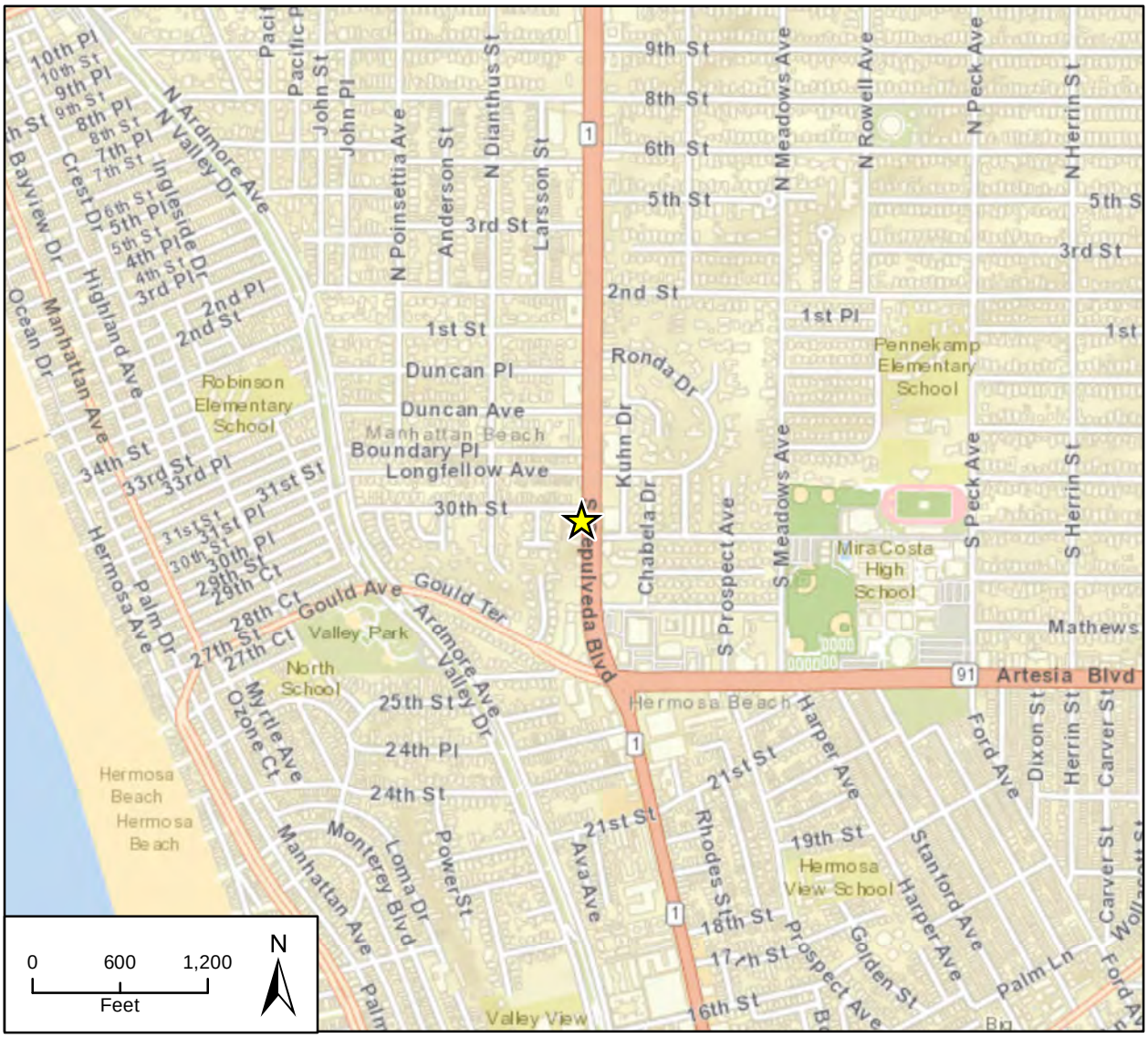
2.3 PROJECT LOCATION

The project consists of three distinct development components in two separate municipal jurisdictions: Hermosa Beach (one component) and Manhattan Beach (two components). The individual sites are referred to herein as "development sites" or simply "sites," while the three are collectively referred to as the "project site." Figure 2-1 shows the location of the project site in the region and Figure 2-2 shows the site in its local context. In Hermosa Beach, State Route (SR 1) is generally referred to as Pacific Coast Highway (PCH). In Manhattan Beach SR 1 is generally referred to as Sepulveda Boulevard. For simplicity, PCH/Sepulveda Boulevard is referred to herein as SR) 1 unless the reference is to a specific locally recognized address (e.g., 305 S. Sepulveda Boulevard).

2.3.1 Hermosa Beach Site

The Hermosa Beach site is located at 2851, 2901, 3001, and 3125 PCH. This development site includes assessor parcel numbers (APNs) 4169-034-020, 4169-034-021, 4169-029-044, and 4169-029-052, which total approximately 1.8 acres. The site slopes downward from the north to the south and upward from west to east.

Regional access to the Hermosa Beach site is provided via the San Diego Freeway (405 Freeway) to the east and the 105 Freeway to the north. Local access is provided by SR 1, which runs along the site's eastern boundary, and 30th Street, which would intersect the development site. The development site is bordered by Longfellow Avenue to the north.



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Regional Location

Figure 2-1

Imagery provided by ESRI and Google and their licensors © 2015.

Project Site and Vicinity

Figure 2-2

2.3.2 Manhattan Beach Sites

The two Manhattan Beach sites are referred to herein as the 305 S. Sepulveda and 330 S. Sepulveda Boulevard sites. Both sites are described below.

a. 305 S. Sepulveda Site. The 305 S. Sepulveda Boulevard site in Manhattan Beach is located at 305, 309, and 317 S. Sepulveda Boulevard and 1050 Duncan Avenue. These properties are north of the Hermosa Beach site described above. This site includes APNs 4169-024-001, 4169-024-002, and 4169-24-021 totaling approximately 0.65 acres. The site slopes downward from north to south along Sepulveda Boulevard, and slopes upwards from west to east.

Regional access to the 305 S. Sepulveda Boulevard site is also provided via the 405 Freeway to the east and the 105 Freeway to the north. Local access is provided via SR 1, which runs along the eastern site boundary. The development site is bordered by Duncan Avenue to the north and is located north of the Hermosa Beach site.

b. 330 S. Sepulveda Boulevard Site. The 330 S. Sepulveda Boulevard site is located at 330 S. Sepulveda Boulevard. The site is immediately north of the existing Skechers offices and would be an extension of the existing offices. This site includes APNs 4168-025-006 and 4168-025-016, totaling approximately 1.23 acres.

Regional access to the 330 S. Sepulveda Boulevard site is also provided via the 405 Freeway to the east and the 105 Freeway to the north. Local access is provided via SR 1, which runs along the western site boundary. The development site is bordered by Duncan Avenue to the north and Kuhn Drive to the east, and is east of the 305 S. Sepulveda site and northeast of the Hermosa Beach site.

2.4 EXISTING SITE CHARACTERISTICS

2.4.1 Current Land Uses and Designations

Hermosa Beach Site. The Hermosa Beach site is currently developed with new and used auto sales facilities and auto repair facilities. Properties along SR 1 were the former locations for Midas Muffler, Vasek Polak BMW, and South Bay Lotus dealership. Figures 2-3a and 2-3b show photos of current conditions at the Hermosa Beach site.

The parcels within the Hermosa Beach site are zoned C-3 (General Commercial). The entire Hermosa Beach site has a Hermosa Beach General Plan land use designation of General Commercial (GC). The C-3 zone is intended to provide opportunities for the full range of office, retail, and service businesses appropriate for the SR 1 and Aviation Boulevard commercial corridors.

Manhattan Beach Sites.

305 S. Sepulveda Boulevard. The 305 S. Sepulveda site is currently developed with a 7,500-square-foot office building at 1050 Duncan Avenue and a laundry facility called Debonair Cleaners at 317 S. Sepulveda Boulevard. The site was also previously developed with an auto shop called Werxstatt Auto Repair at 305 S. Sepulveda Boulevard and a vacant copy shop at

Photo 1: View looking south at 851 & 2901 Pacific Coast Highway

Photo 2: View looking south at 2851 Pacific Coast Highway

Photo 3: View looking north at 2901 Pacific Coast Highway

Photo 4: View looking west at 2901 Pacific Coast Highway and down 30th street

Site Photos

Figure 2-3a

Photo 5: View looking north at 3001 Pacific Coast Highway

Photo 6: View of 3001 & 2901 Pacific Coast Highway looking east on 30th street

Photo 7: View looking west at 3001 & 2901 Pacific Coast Highway and towards Pacific Ocean

Photo 8: View looking southwest at 3125 Pacific Coast Highway

Site Photos

Figure 2-3b

309 S. Sepulveda Boulevard. These buildings were demolished in March 2017. Existing development totals 12,422 square feet of building area. Figures 2-4a and b show photos of the existing conditions at the 305 S. Sepulveda site.

The 305 S. Sepulveda Boulevard site is zoned CG (General Commercial). The CG Zone District is to provide opportunities for the full range of retail and service businesses deemed suitable for location in Manhattan Beach, including businesses not permitted in other commercial districts because they attract heavy vehicular traffic or have certain adverse impacts. This zone is also intended to provide opportunities for offices and certain limited industrial uses that have impacts comparable to those of permitted retail and service uses to occupy space not in demand for retailing or services. The 305 S. Sepulveda Boulevard site has a Manhattan Beach General Plan land use designation of General Commercial, which allows for a range of commercial uses, including professional offices.

330 S. Sepulveda Boulevard. The 330 S. Sepulveda Boulevard site is currently being used as an employee outdoor recreational area and was previously developed with a car wash. Figures 2-5a and b show photos of the 330 S. Sepulveda site.

The 330 S. Sepulveda Boulevard site is zoned CG (General Commercial). The CG Zone has a maximum building height of 30 feet with a floor-to-area ratio of 1.5:1. The CG Zone does not have any specific setback requirements, but it requires that 8 percent of the site is devoted to landscaping. The 330 S. Sepulveda Boulevard site has a Manhattan Beach General Plan land use designation of General Commercial, which allows for a range of commercial uses, including professional offices.

2.4.2 Surrounding Land Uses

The Hermosa Beach site and the 305 S. Sepulveda Boulevard site are located on the west side of SR 1. The 330 S. Sepulveda Boulevard site is located on the east side of SR 1. Table 2-1 contains information on land uses surrounding all three development sites.

As shown in Table 2-1, the Hermosa Beach site is surrounded by commercial and office buildings to the north and east and single-family residences to the west; the 305 S. Sepulveda Boulevard site is surrounded by commercial and office buildings to the north and east, commercial uses to the south, and single-family residences to the west; and the 330 S. Sepulveda Boulevard site is surrounded by commercial development to the north, west, and south; single-family residences to the east; and the existing Skechers offices to the west. Figure 2-2 shows the existing land uses surrounding the project site. Figure 2-6 shows the current zoning designations for properties in the project site vicinity.

Photo 1: View looking northwest at 305 S. Sepulveda Boulevard

Photo 2: View looking west at 317 and 309 S. Sepulveda Boulevard

Photo 3: Looking south from 305 S. Sepulveda Boulevard

Photo 4: Looking south at 1050 Duncan Avenue

Site Photos

Figure 2-4a

Photo 5: West view of Boundary Place

Photo 6: East view of Boundary Place

Photo 7: East view of Boundary Place facing Sepulveda Boulevard

305 S. Sepulveda Site Photos

Figure 2-4b

Photo 1: 330 S. Sepulveda site from Duncan Drive

Photo 2: 330 S. Sepulveda site from Kuhn Drive facing north

Photo 3: 330 S. Sepulveda site looking south on S. Sepulveda across Duncan Drive

Photo 4: 330 S. Sepulveda south on S. Sepulveda

330 S. Sepulveda Site Photos

Figure 2-5a

Photo 5: 330 S. Sepulveda site

Photo 6: Skechers Buildings south of 330 S. Sepulveda site

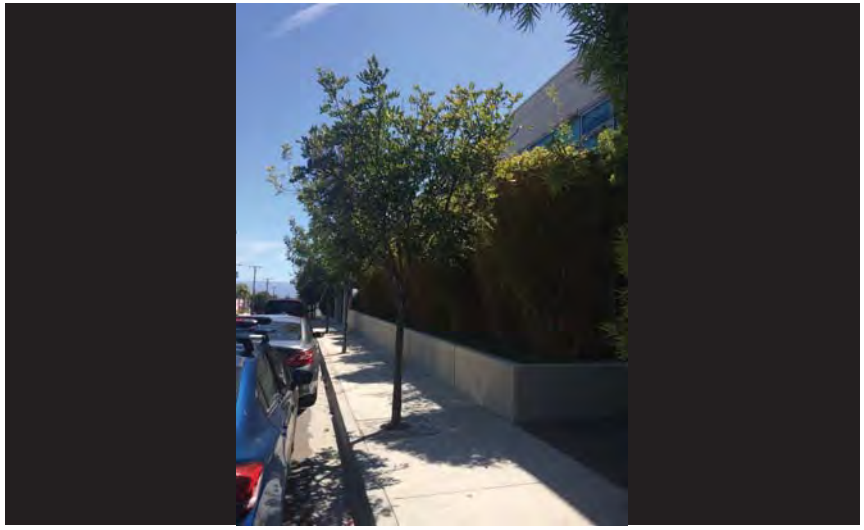
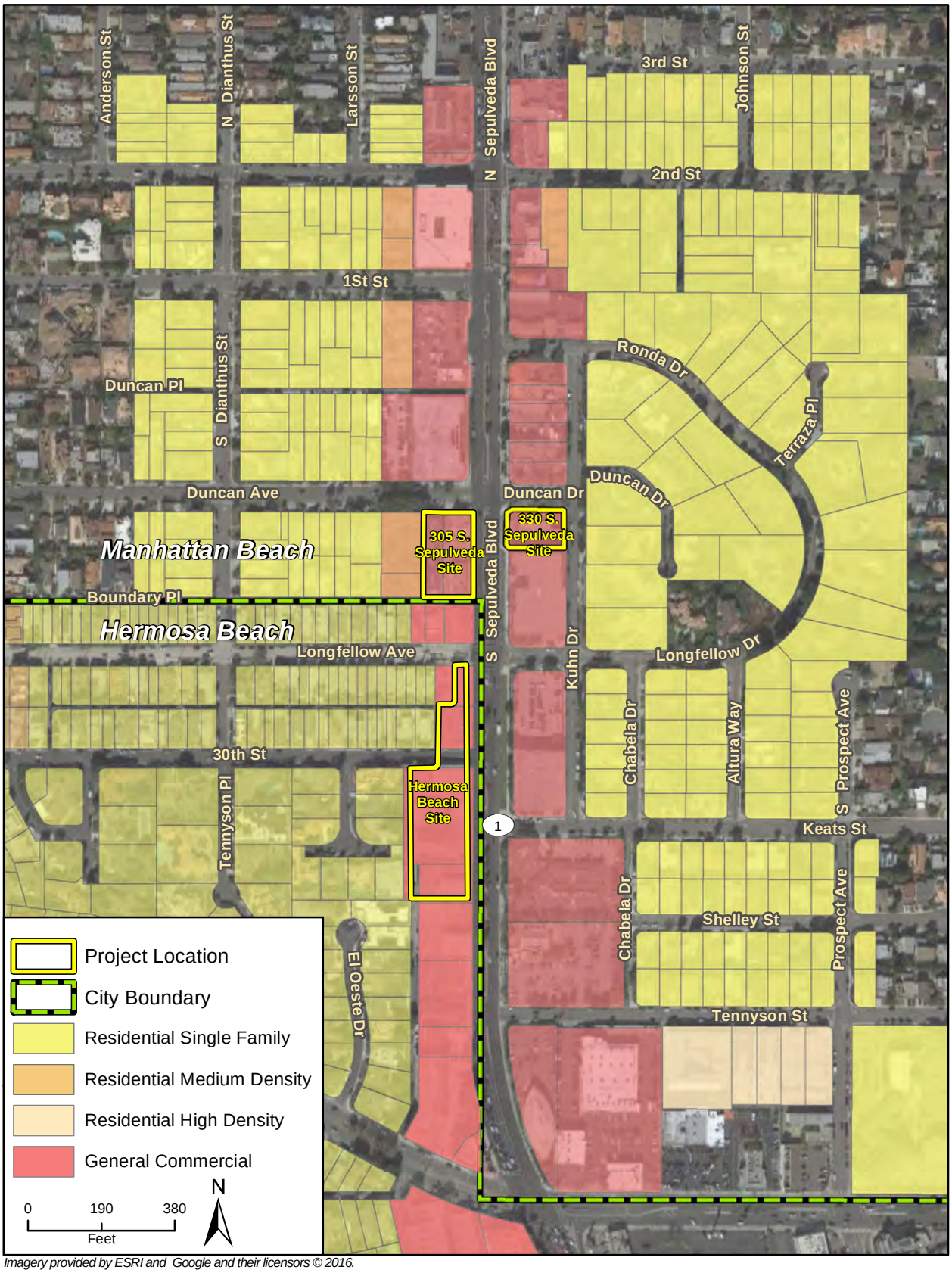


Photo 7: Looking south on Duncan Drive from 330 S. Sepulveda Site at existing Skechers Landscaping

Photo 8: Corner view of 330 S. Sepulveda site from Duncan Drive

330 S. Sepulveda Site Photos

Figure 2-5b



Imagery provided by ESRI and Google and their licensors © 2016.

Hermosa Beach and Manhattan Beach Zoning Figure 2-6

Table 2-1
Existing Land Uses and Zoning

Direction	Existing Zoning	Existing Use
Hermosa Beach Site		
North	R-1 and C-3	Longfellow Avenue is located immediately north of the site. A child care center, residences, and commercial uses are located on the north side of Longfellow Avenue. Existing Skechers offices are located north of Longfellow Avenue, east of SR 1.
East	City of Manhattan Beach – GC	SR 1 and commercial office buildings
South	R-1, C-3, and C-3/AH-O	Commercial uses and residence
West	R-1	Single-family residences
305 S. Sepulveda Boulevard Site		
North	GC, RM, and RS	Duncan Avenue is located immediately north of the site. Existing Skechers offices are located North of Duncan Avenue, west of SR 1.
East	GC	SR 1 and commercial office buildings, including existing Skechers offices
South	City of Hermosa Beach – C3 and R-1	Boundary Place is located immediately south of the site. A child care center, residences, and commercial uses are located on the south side of Boundary Place.
West	RM	Single-family residences
330 S. Sepulveda Boulevard Site		
North	CG	Duncan Avenue is located immediately north of the site. Existing commercial development is located north of Duncan Avenue, east of SR 1.
East	RS	Single-family residences
South	CG	Parking lot and commercial office building
West	CG	SR 1 and commercial office buildings, including the 305 S. Sepulveda Boulevard site

R-1 = Single-Family Residential
C-3 = General Commercial
AH-O = Affordable Housing Overlay
CG = General Commercial
RM = Residential Medium Density
RS = Residential Single-Family

2.5 HERMOSA BEACH COMPONENT CHARACTERISTICS

The Hermosa Beach component consists of four separate properties located at 2851, 2901, 3001 and 3125 PCH. The former primary uses of the site were for new and used auto sales and repairs, including Midas Muffler, Vasek Polak BMW, and the South Bay Lotus dealership. All four properties are now vacant and deteriorated.

All existing structures would be demolished and replaced with the new Skechers Design Center and Executive Offices, which would consist of two separate, three-story concrete buildings with a maximum building height of 35 feet from grade. Skechers will underground the overhead

utilities (i.e., electrical, phone, cable) running along the west property line of the Hermosa Beach site.

The Design Center (Building A) and the Executive Offices (Building B) would be connected by an underground pedestrian tunnel under 30th Street via the third level of the subterranean parking structure at the Executive Offices and the lower level of the Design Center. Skechers will also construct a "Hermosa Beach" monument sign at SR 1 and Longfellow adjacent to the Executive Offices. The entrance to the Design Center would be from a new driveway into the Design Center on the west side of SR 1 across from Keats Avenue. The entrance to the Executive Offices would be from a driveway on the north side of 30th Street. The buildings would be designed to closely resemble Skechers' current building located at 330 S. Sepulveda Boulevard in Manhattan Beach and the new Skechers Office Project being proposed at 305 S. Sepulveda Boulevard in Manhattan Beach (described below). The site plan and cross sections are shown on figures 2-7a and b and 2-8a and b.

Typical business hours for the Design Center and Executive Offices would be 9:00 AM to 6:00 PM, Monday through Friday. This component of the proposed project would increase employment in Hermosa Beach by an estimated 430 persons. The maximum number of people onsite would be 1,000, which would occur several times a year during events, as described below. Table 2-2 summarizes the characteristics of this component of the project.

Table 2-2
Hermosa Beach Component Characteristics

	Hermosa Beach Component
Parcels	4169-034-020, 4169-034-021, 4169-029-044, and 4169-029-052
Lot Area	Lot 1 - 62,868 square feet Lot 2 -15,813 square feet **Total Lot Area 76,681 square feet (1.8 acres)**
Lot Coverage	Lot 1 - 38,953 square feet Lot 2 - 6,688 square feet
Gross Floor Area	120,503 square feet
Parking	A total of 580 parking spaces would be provided in subterranean parking, including 514 commercial spaces, 51 carpool/vanpool, and 15 for electric vehicles.
Bicycle Parking	32 bicycle lockers
Building Height	Maximum height: 35 feet above grade

2.5.1 Design Center

The Design Center would be located south of the Executive Building across 30th Street and would encompass approximately 100,296 square feet of building area. The Design Center would contain:

- *35 to 40 showrooms with an average size of 1,000 square feet*
- *35 to 40 product development rooms with an average size of 500 to 1000 square feet*
- *General offices*
- *A private company cafeteria*
- *Product design offices*
- *Conference rooms*
- *Shoe libraries*
- *Showers for employees*
- *Storage areas*
- *Other ancillary uses*

The Design Center would also include amenities, such as a terrace facing SR 1, a water feature, and a lobby.

Approximately twice per year, Skechers invites approximately 500 to 1,500 people to attend the Global Sales Conference. This event lasts for three days at the Redondo Beach Performing Arts Center. After lunch, approximately 450 to 500 of those attendees are transported via bus to the Skechers building at 330 S. Sepulveda Boulevard. The numbers drop on the second and third days of the conference. Attendees are transported on eight buses, each with a 60-seat capacity. With completion of the Design Center, the attendees would visit the new showrooms in Hermosa Beach instead of at the 330 S. Sepulveda Boulevard Building. Buses would only be at the Design Center to drop off and pick up employees. The buses are typically held offsite until they are needed for transportation to deliver the attendees back to their hotels. Currently, most attendees stay at the Manhattan Beach Marriott, but with the expansion of the Design Center into Hermosa Beach it is anticipated that some of these visitors would stay at Hermosa Beach hotels.

2.5.2 Executive Offices

The northern building Executive Offices would be located north of 30th Street and would encompass approximately 20,207 square feet of building area. In addition to the office space, there would be a patio, lobby, Wi-Fi lounge, showers for employees, product development rooms, and a management dining area. The Executive Offices would accommodate approximately 80 of the estimated 430 new employees created by the project. In addition, the bottom floor of the Executive Offices would have a coffee house of approximately 1,000 square feet with a 200-square-foot outdoor patio. This coffee house would be open to the public and, at peak times, it is estimated that there would be 25 people at the coffee house, including employees.

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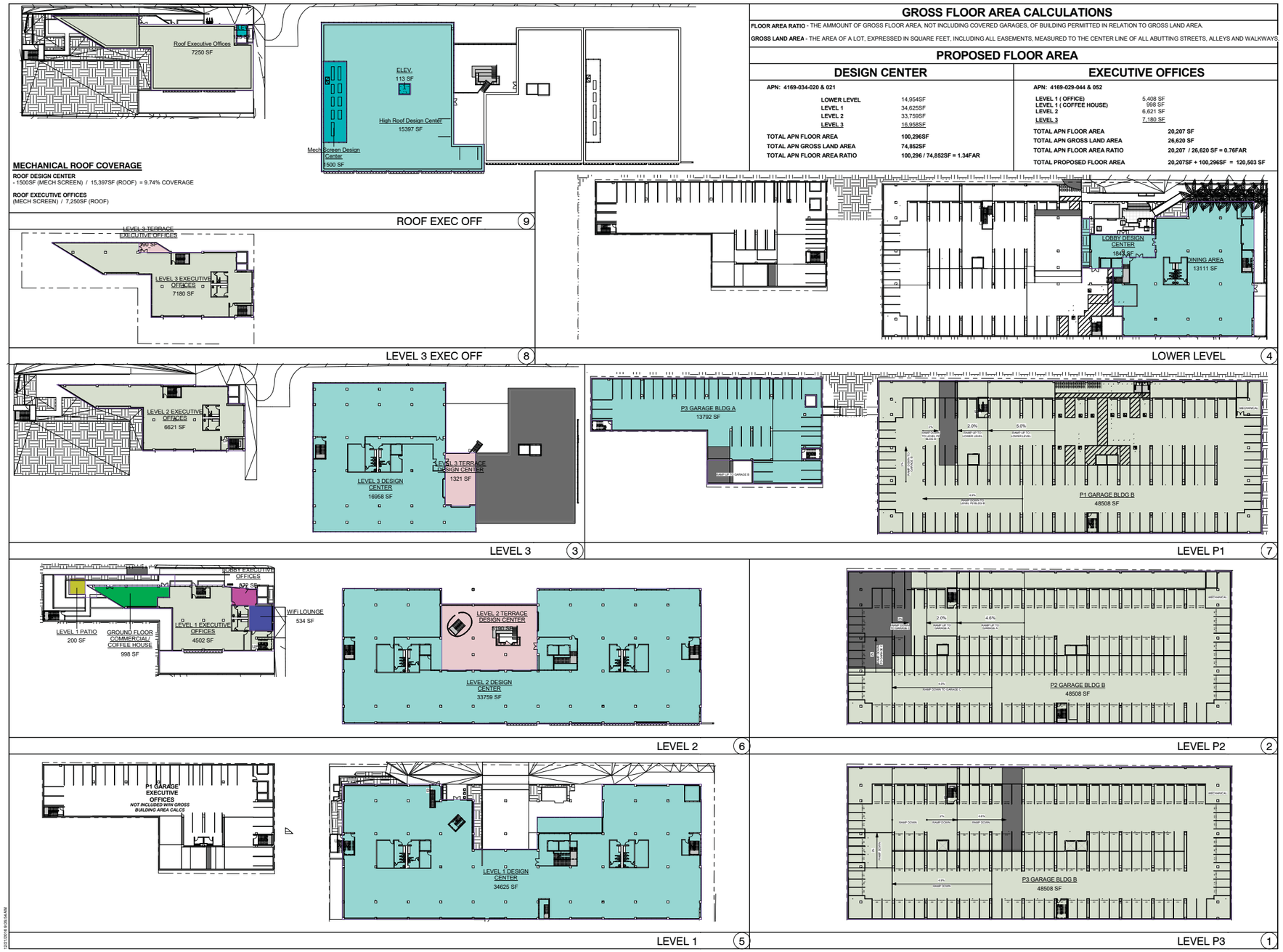


Floor Plans, Hermosa Beach Component

Figure 2-7a

Source: Source: Skechers Entitlement Drawings, David Forbes Hibbert

CBC ALLOWABLE BUILDING AREA CALCULATIONS

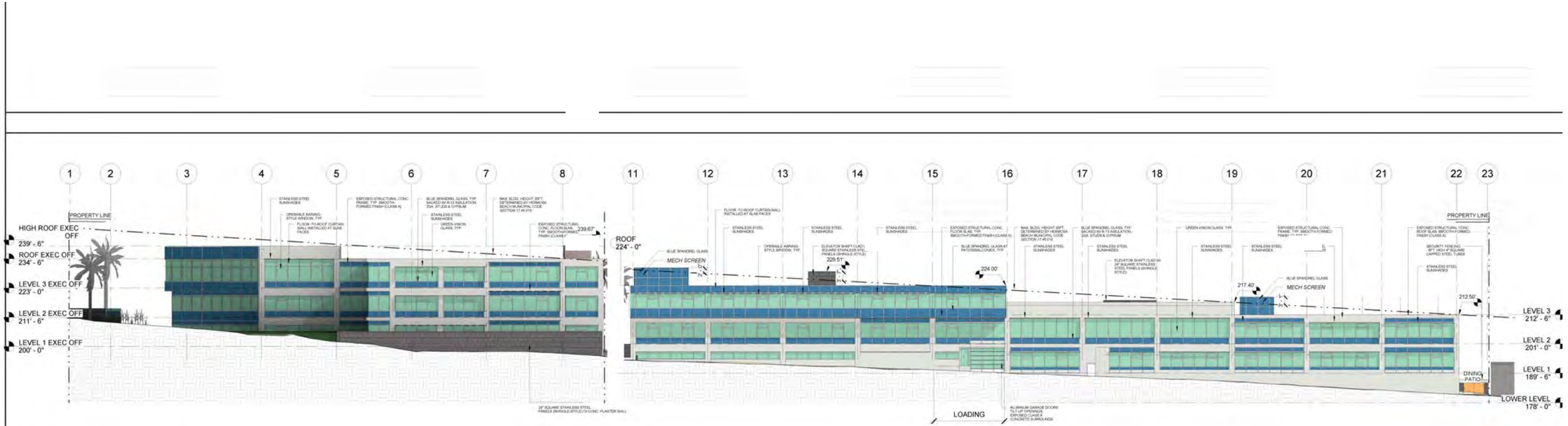
THE BUILDING HEIGHT AND AREA SHALL NOT EXCEED THE LIMITS SPECIFIED IN TABLE 503 BASED ON THE TYPE OF CONSTRUCTION AS DETERMINED BY SECTION 602 AND THE OCCUPANCIES AS DETERMINED BY SECTION 302 EXCEPT AS MODIFIED HEREAFTER. **CBC SECTION 503.1**

TYPE I-A CONSTRUCTION	TYPE II-A CONSTRUCTION			
S-2 GARAGE OCCUPANCY	**B GENERAL OFFICE OCCUPANCY**	**ALLOWED**	**PROVIDED**
P1 DESIGN CENTER - UNLIMITED AREA / UNLIMITED STORIES	LOWER LEVEL DESIGN CENTER	37,500SF	16,600SF
P2 DESIGN CENTER - UNLIMITED AREA / UNLIMITED STORIES	LEVEL 1 DESIGN CENTER	37,500SF	33,788SF
P3 DESIGN CENTER - UNLIMITED AREA / UNLIMITED STORIES	LEVEL 2 DESIGN CENTER	37,500SF	33,759SF
P1 EXECUTIVE OFFICES - UNLIMITED AREA / UNLIMITED STORIES	LEVEL 3 DESIGN CENTER	37,500SF	18,106SF
P2 EXECUTIVE OFFICES - UNLIMITED AREA / UNLIMITED STORIES	LEVEL 1 EXECUTIVE OFFICES	37,500SF	6,555 SF
P3 EXECUTIVE OFFICES - UNLIMITED AREA / UNLIMITED STORIES	LEVEL 2 EXECUTIVE OFFICES	37,500SF	6,827 SF
	LEVEL 3 EXECUTIVE OFFICES	37,500SF	7,206 SF

Floor Plans, Hermosa Beach Component

Figure 2-7b

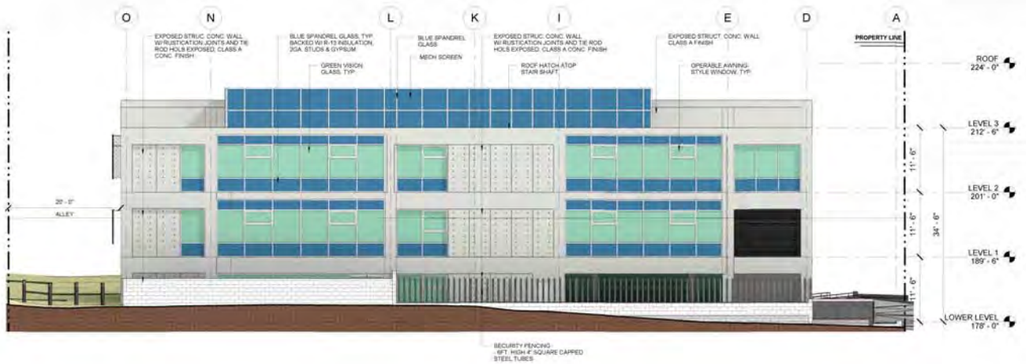
Source: Source: Skechers Entitlement Drawings, David Forbes Hibbert



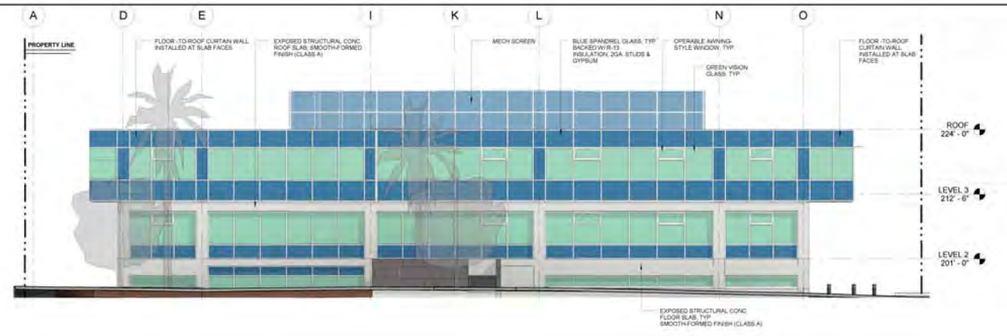
Cross Sections, Hermosa Beach Site Component

Figure 2-8a

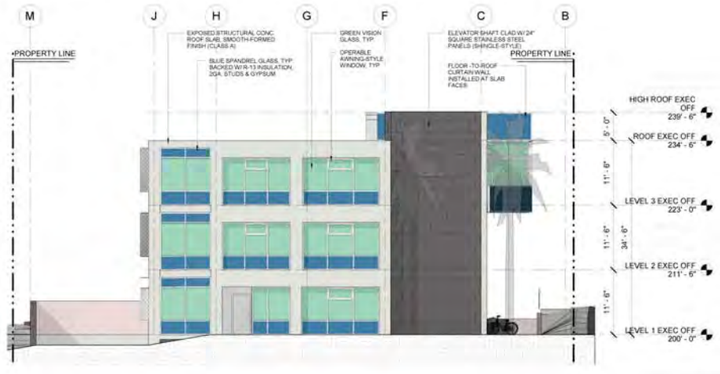
Source: Source: Skechers Entitlement Drawings, David Forbes Hibbert



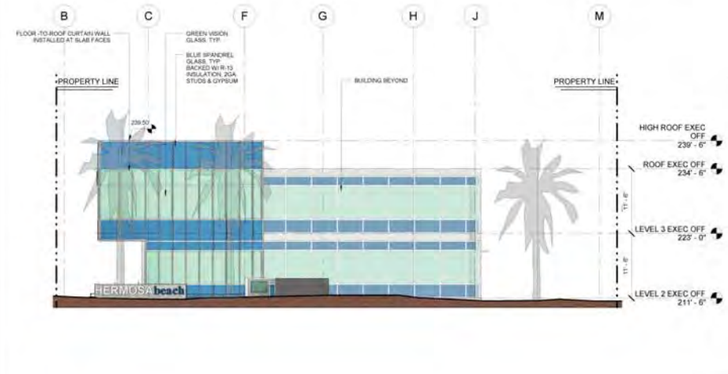
South - Design Center SCALE: 1/8" = 1'-0" 4



North - Design Center SCALE: 1/8" = 1'-0" 3



South - Executive Offices SCALE: 1/8" = 1'-0" 2



North - Executive Offices SCALE: 1/8" = 1'-0" 1

Cross Sections, Hermosa Beach Site Component

Figure 2-8b

Source: Source: Skechers Entitlement Drawings, David Forbes Hibbert

2.5.3 Design and Architecture

The Hermosa Beach component would include two three-story buildings that would match the existing Skechers offices located at 330 South Sepulveda Boulevard in Manhattan Beach, which is approximately 120 feet northeast of the Hermosa Beach site. The proposed buildings would be modern-style architecture. The finishing on the buildings would be exposed concrete with glass and aluminum curtain wall systems.

Mechanical equipment would be located on the Design Center roof along 30th Street and in the center of the building.

2.5.4 Parking, Circulation, Loading, and Access

Parking would be provided in a three-story subterranean garage with an entrance off of SR 1. A widened shoulder, used by vehicles to slow down prior to reaching an entrance ramp, would be constructed north of the garage entrance for vehicles turning into the Design Center and an acceleration lane for vehicles leaving the center would be constructed south of the garage entrance. Per Hermosa Beach Code requirements, the Design Center needs to provide a minimum of 401 parking spaces. However, the Design Center would include 427 commercial parking spaces, 43 carpool/vanpool spaces, and 13 electric vehicle spaces.. The Executive Offices require 87 parking spaces and would contain 87 commercial parking spaces, 8 carpool/vanpool spaces, and 2 electric vehicle spaces. All parking spaces with electric vehicle capabilities would include charging stations.

Twenty-six bike lockers would be constructed below the Design Center plus six bike lockers under the Executive Offices. Thirteen charging stations for use in commuting and workday errands would be provided for employees. Additionally, this project component would comply with Chapter 17.48, Trip Reduction and Travel Management, of the Hermosa Beach Municipal Code, which requires commercial development projects to provide information regarding public transit, ridesharing, bicycle routes, carpooling, and other information to employees via a display case or bulletin board in the building.

Skechers is proposing to implement a voluntary pilot/trial lunchtime shuttle service to shuttle employees between the Skechers buildings and downtown Manhattan Beach and Hermosa Beach. The pilot program would involve at minimum one year of ridership monitoring to determine the success of the program. The shuttle service would utilize two 15-passenger shuttles operating from 11:30 AM to 2:00 PM, Monday through Friday. Each shuttle would transverse a separate route on a continuous loop, with one shuttle providing service to Hermosa Beach and the second to Manhattan Beach. A one-way trip is estimated to take between 10 and 12 minutes. If successful, the shuttle pilot program would continue.

Deliveries would be made to the Design Center on SR 1 along the widened shoulder. Trash and recycling operations would be located in the lower-level garage. The garage mechanical ventilation exhaust grill would be on the east SR 1 side of the Design Building.

Pedestrian access to the Hermosa Beach location would be provided along the SR 1 frontage. Pedestrian circulation around the periphery of the site would be accommodated by the public sidewalks. The main lobby entrance for pedestrians would be accessed along SR 1. An

underground pedestrian tunnel under 30th Street would provide direct access from the Design Center building to the Executive Office building.

2.5.5 Landscaping

The building would have the required 10-foot front yard setback on the SR 1. Additionally, there would be an 11-foot setback on 30th Street for the Design Center and a minimum of an 11-feet-9-inch setback from existing structures to the south of the Design Center. There would be a 39-feet-7-inch setback for the Executive Offices from Longfellow Avenue with partial landscaping.

2.5.5 Green Building Features

The project applicant is seeking Leadership in Energy and Environmental Design (LEED) Gold certification. Measures proposed to meet LEED Gold Certification requirements include site location, indoor and outdoor water efficiency, energy efficiency, renewable energy production, construction waste management, and green materials for high indoor environmental quality. Specific features proposed include:

- *Bicycle parking to help encourage biking to work*
- *Electric vehicle (EV) charging infrastructure as required by CALGreen building standards code*
- *Charging stations in the parking garages in addition to designated car pool and van pool parking*
- *More designated spaces for EV and low-carbon vehicles than required by City code*
- *Lunchtime shuttle from the project site to downtown Hermosa Beach and Manhattan Beach to reduce vehicle trips and GHG emissions*
- *Compliance with all low-impact development (LID) requirements for stormwater management (the amount of permeable surface on the project site is also being increased by the project that would assist with retaining stormwater onsite)*
- *Use of greywater to irrigate site landscaping*
- *30 percent rooftop coverage with solar panels along with non-reflective view glass to reduce non-renewable energy use*

2.6 305 S. SEPULVEDA BOULEVARD COMPONENT CHARACTERISTICS

The 305 S. Sepulveda Boulevard component would involve the development of new office spaces in Manhattan Beach, consisting of a new two-story, approximately 30-foot-tall building located over a new subterranean parking garage three levels deep. Three existing parcels would be merged into one to accommodate this project component.

The 305 S. Sepulveda Boulevard site is currently developed with an approximate 7,500-square-foot office building at 1050 Duncan Avenue and Debonair Cleaners (317 S. Sepulveda Boulevard). The site was also previously developed with Auto Werxstatt Auto Repair (305 S. Sepulveda Boulevard) and a vacant copy shop (309 S. Sepulveda Boulevard). These buildings were demolished in March 2017 and a dirt lot currently exists at those sites. Existing development encompasses a total of 12,422 square feet (including the 7,500 square feet

mentioned above). The buildings on SR 1 have no cohesive design element. All of the buildings would be demolished and replaced with a modern 37,174-foot Skechers office building that would match the design of the Skechers building at 330 S. Sepulveda Boulevard as well as the Hermosa Beach component described above.

Skechers would use the new development as standard back office space. The building would house approximately 150 office workers and provide office space for back office corporate functions. Table 2-3 summarizes the characteristics of this project component. The site plan is shown on Figure 2-9 and cross sections are shown on Figure 2-10.

2.6.1 Design and Architecture

The modern 37,174-square-foot Skechers office building would be constructed to match the design of the existing Skechers building at 330 S. Sepulveda Boulevard and the Hermosa Beach component. This would be a two-story, 30-foot-tall building over a three-story subterranean parking garage.

The building would be constructed with an exposed concrete frame with clear and colored spandrel glass. On the second floor, a 3,019-square-foot terrace would have a water feature and fire pit for employee use, facing Sepulveda Boulevard.

Table 2-3
305 S. Sepulveda Boulevard Component Characteristics

	305 S. Sepulveda Boulevard Component
Parcels	4169-024-001, 4169-024-002, and 4169-024-021 to be combined into 1 parcel
Lot Area	28,492 square feet (0.65 acres)
Lot Coverage	20,594 square feet
Gross Floor Area	37,174 square feet
Parking	A total of 194 commercial parking spaces, 16 carpool/vanpool spaces, and 6 electric vehicle spaces would be provided
Bicycle Parking	13 spaces
Building Height	30 feet

A transformer, cooling towers, and refuse/recycling areas would be located along Boundary Place and would be screened by walls of a height in accordance with Manhattan Beach Municipal Code requirements. The building would include amenities, such as showers, for employees.

2.6.2 Parking, Circulation, Loading, and Access

The parking garage entrance would be on Duncan Avenue, opposite the entrance to Skechers' existing building at 225 S. Sepulveda Boulevard. The parking garage would include 194 commercial spaces, exceeding the code requirement of 124 spaces. A minimum one-year pilot shuttle program, discussed in detail in Section 2.5.4, would shuttle Skechers employees between the Skechers office and downtown Hermosa Beach and Manhattan Beach from 11:00 AM to 2:00

PM. One loading space would be provided along Boundary Place. Pedestrian access would be provided along SR 1.

2.6.3 Landscaping

The building would have the required 10-foot front yard setback on SR 1. Additionally, there would be a 5-foot setback on Duncan Avenue and a minimum of a 15-feet-6-inch setback on the west side of the site in order to provide a deck-top landscape buffer between the building and the residential property to the west.

Landscaping would account for 17 percent of this component, thus exceeding the 8 percent landscape requirement. The rear parking structure roof surface would be landscaped with bamboo or similarly tall landscape screening and ground cover. This area would not be accessible to employees or the public. The planter area would be approximately 10 feet above grade on the Duncan Avenue side. The on-grade landscaping hedge inside a one-foot space on the west property line of the Manhattan Beach Building would include a type of evergreen, *Afrocarpus gracilior*. Landscape planters and trees would also be provided all along SR 1 as well as Duncan Avenue. A water feature is proposed at the entrance on SR 1.

2.6.4 Green Building Features

Similar to the Hermosa Beach component, the project applicant is seeking Leadership in Energy and Environmental Design (LEED) Gold certification for the building at 305 S. Sepulveda Boulevard. Measures proposed to meet LEED Gold Certification requirements are similar to those described in subsection 2.5.5.

2.7 330 S. SEPULVEDA BOULEVARD COMPONENT CHARACTERISTICS

The 330 S. Sepulveda Boulevard component would involve the development of new office spaces in the city of Manhattan Beach, consisting of a new two-story, approximately 30-foot-tall building over a new subterranean parking garage four levels deep. The building would be an extension of the existing Skechers offices at 330 S. Sepulveda Boulevard and is intended to provide space for retail, real estate, and construction office functions. The 330 S. Sepulveda Boulevard site is currently vacant.

PLUMBING FIXTURE- AREA CALCULATION

TYPE OF BUILDING OR OCCUPANCY	WATER CLOSETS (FIXTURES PER PERSON)	URINALS (FIXTURES PER PERSON)	LAVATORIES (FIXTURES PER PERSON)	LEVEL	AREAS	OCCUPANCY LOAD	MINIMUM FIXTURES REQUIRED PER CBC TABLE 2902.1		
							WATER CLOSET	URINALS	LAVATORIES
BUSINESS OFFICE BUILDING - EMPLOYEE USE	1 PER 25 FOR THE FIRST 50 AND 1 PER 50 FOR THE REMAINDER EXCEEDING 50	**IBC 419.2 Substitution for water closets.** . Urinals shall not be substituted for more than 50 percent of the required water closets in all other *occupancies*.	1 PER 40 FOR THE FIRST 80 AND 1 PER 80 FOR THE REMAINDER EXCEEDING 80	1st / Ground Floor	18569.97 SF	187	5		4
				2nd Floor	16194.87 SF	163	4		4
							FIXTURES PROVIDED		
				1ST FLOOR			6	2	4
				2ND FLOOR			6	2	4

ZONING CODE FLOOR AREA

CITY OF MANHATTAN BEACH ZONING CODE, FLOOR AREA

" Floor Area, Buildable: The total enclosed area of all stories of a building, measured to the outside face of the structural members in exterior walls, and thirty percent (30%) of the area of all basements of a building that are not entirely below local grade, and including halls and the area of the stairs, but excluding floor area under stairs and those portions of a basement that are entirely below grade. The following elements also are excluded from a determination of buildable floor area:

Commercial and Industrial Districts: That area used exclusively for vehicle parking and loading and in service and mechanical rooms, enclosed vertical shafts, or elevators."

LEVEL	AREAS
1st / Ground Floor	19,757.60 SF
2nd Floor	17,458.63 SF
TOTAL	37,216.24 SF

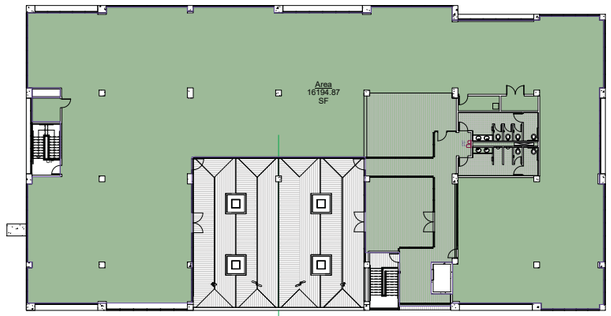
FLOOR AREA RATIO:	
SITE AREA	**28,494** SF
FLOOR AREA PROVIDED	37,216 SF
FAR PROPOSED (FLOOR AREA/SITE AREA)	1.30

CBC ALLOWABLE BUILDING AREA CALCULATIONS

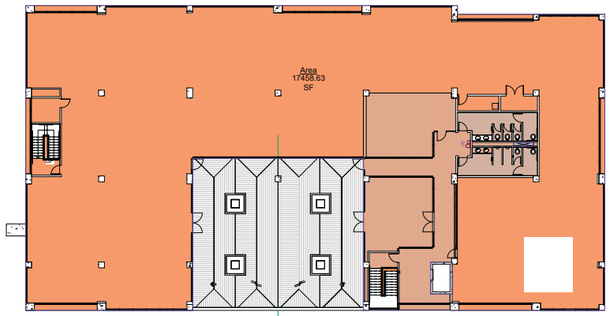
THE BUILDING HEIGHT AND AREA SHALL NOT EXCEED THE LIMITS SPECIFIED IN TABLE 503 BASED ON THE TYPE OF CONSTRUCTION AS DETERMINED BY SECTION 602 AND THE OCCUPANCIES AS DETERMINED BY SECTION 302 EXCEPT AS MODIFIED HEREAFTER. **CBC SECTION 503.1**

TYPE II-A CONSTRUCTION

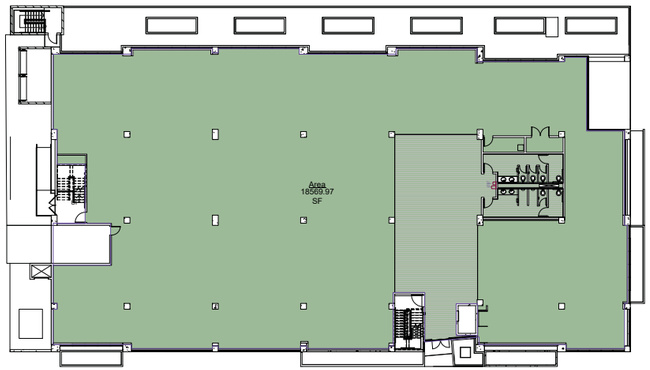
B GENERAL OFFICE OCCUPANCY	ALLOWED	PROVIDED
LEVEL 1 OFFICES	37,500SF	**18,582 SF**
LEVEL 2 OFFICES	37,500SF	**16,195SF**



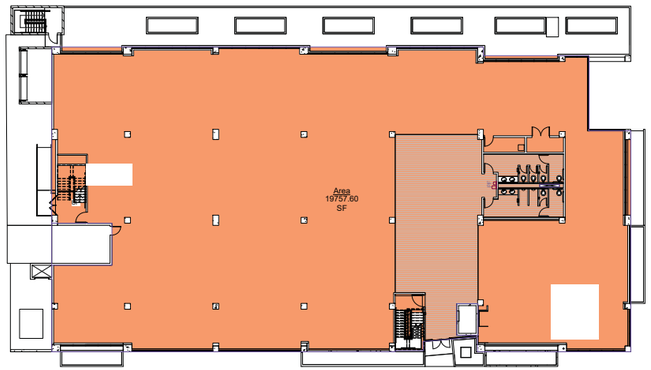
2nd Floor (4)



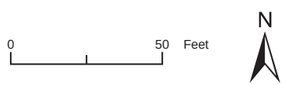
2nd Floor SCALE: 1/16" = 1'-0" (2)



1st / Ground Floor (3)



1st / Ground Floor SCALE: 1/16" = 1'-0" (1)



Floor Plan, 305 S. Sepulveda Component

Source: Source: Skechers Entitlement Drawings, David Forbes Hibbert

Figure 2-9

KEYNOTES

E-02	EXTERIOR CEMENT PLASTER O/ METAL LATH W/ SMOOTH TROWEL FINISH W/ INTEGRAL COLOR AND PAINTED, U.O.N.
E-03	CAST IN PLACE CONCRETE; SMOOTH AS-CAST FINISH (CLASS A), WHITE OR LIGHT-GREY CONCRETE TO MATCH EXISTING BUILDING AT 330 SEPULVEDA BLVD.
E-06	BLUE SPANDREL GLASS, TYP. BACKED W/ INSULATION, MTL. STUDS & GYPSUM
E-07	2" x 4 1/2" PRE-FINISHED STOREFRONT SYSTEM. KYNAR FINISH, SILVER.
E-10	CLAD W/ 24" SQUARE STAINLESS STEEL PANELS (SHINGLE-STYLE)
E-12	ALUMINUM MECHANICAL LOUVER. SEE MECHANICAL DRAWINGS FOR ADDITIONAL INFORMATION
E-20	CAST IN PLACE CONCRETE LANDSCAPE WALL; SMOOTH AS-CAST FINISH TO MATCH BUILDING FACADE.
E-29	STEEL TAPERED COLUMN PAINTED TO MATCH STOREFRONT FRAMES, SEE A-5.04 FOR MORE INFORMATION
E-30	STEEL CANOPY WITH PERFORATED SHEET METAL PAINTED TO MATCH SPANDREL PANEL BLUE COLOR, SEE A-5.04 FOR MORE INFORMATION
E-33	OPERABLE AWNING-STYLE WINDOW, TYP
E-49	DYNAMIC GLASS, "VIEW GLASS" , TYP. ON WEST FACADE

Cross Sections, 305 S. Sepulveda Component

Figure 2-10

Source: Source: Skechers Entitlement Drawings, David Forbes Hibbert

Table 2-4 summarizes the component characteristics. The site plan for 330 S. Sepulveda is shown on Figure 2-11 and cross sections are shown on Figures 2-12a and 2-12b.

Table 2-4
330 S. Sepulveda Boulevard Component Characteristics

	330 S. Sepulveda Boulevard Component
Parcels	4168-025-006 and 4168-025-016
Lot Area	Existing - 38,100 square feet New -15,570 square feet **Total Lot Area 53,670 square feet (1.2 acres)**
Lot Coverage	Existing - 34,067 square feet New - 14,280 square feet **Total Lot Coverage 48,347 square feet**
Gross Floor Area	Existing - 54,875 square feet New - 20,328 square feet **Total Gross Floor Area 75,373 square feet**
Parking	A total of 86 commercial parking spaces, 36 carpool/vanpool spaces, and 11 electric vehicle spaces would be provided in the new building
Bicycle Parking	20 spaces
Building Height	30 feet

2.7.1 Design and Architecture

The expansion would actually be an addition to the existing building to the south, adding a total of 20,328 square feet to the existing 54,875-square-foot office building for an expanded Skechers office building totaling 75,373 square feet. There would be a deck on the first and second floors for employee use, which would face SR 1 and the existing Skechers offices to the south. Pedestrian walkways on the first and second floor would connect to the existing Skechers building, allowing access between the two buildings.

The building expansion design would match the existing Skechers office building. The building would have an exposed concrete frame with clear and colored spandrel glass.

The office space would be designed to be used for retail, real estate, and construction office functions of Skechers and provide amenities such as showers for employees. The existing building is currently occupied by 150 employees, but it is overcrowded. The proposed expansion could increase occupancy by 75 employees, bringing the total occupancy of the 330 S. Sepulveda Boulevard component to 225 people.

2.7.2 Parking, Circulation, Loading, and Access

The entrance to the expanded parking garage would be through the existing vehicular access on SR 1 and Longfellow Drive. No new vehicular access points are proposed. The subterranean parking garage area would provide 86 commercial parking spaces. Therefore, with the existing 270 parking spaces the building would have a total of 356 commercial parking spaces. This is 18 spaces over the Manhattan Beach Code requirement. The parking garage would also include 36 carpool/vanpool parking spaces, and 11 electric vehicle parking spaces. All parking spaces with

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ZONING CODE FLOOR AREA

CITY OF MANHATTAN BEACH ZONING CODE, FLOOR AREA

" Floor Area, Buildable: The total enclosed area of all stories of a building, measured to the outside face of the structural members in exterior walls, and thirty percent (30%) of the area of all basements of a building that are not entirely below local grade, and including halls and the area of the stairs, but excluding floor area under stairs and those portions of a basement that are entirely below grade. The following elements also are excluded from a determination of buildable floor area:

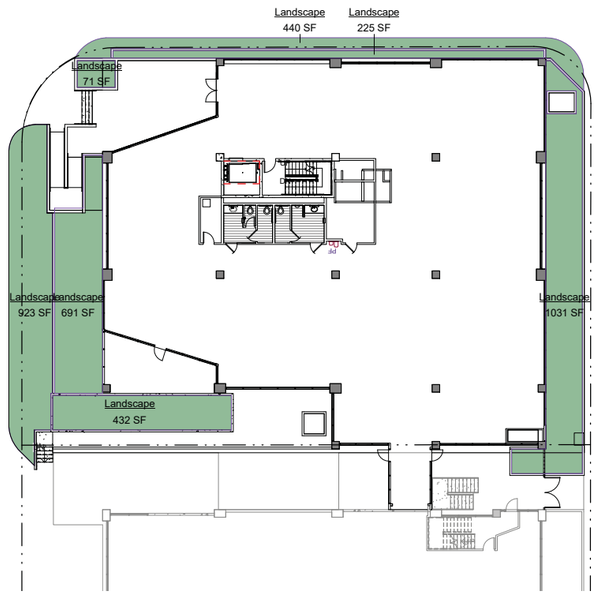
Commercial and Industrial Districts: That area used exclusively for vehicle parking and loading and in service and mechanical rooms, enclosed vertical shafts, or elevators."

GROUND / LEVEL 1	5,036 + 2,743= 7,779 SF	N/A - BASEMENT	7,779 SF
LEVEL 2 - OFFICES	21,345 SF	10,164 SF	31,594 SF
LEVEL 3 - OFFICES	25,751 SF	10,164 SF	36,000 SF
TOTAL	**54,875 SF**	**20,328 SF**	**75,373 SF** (1.4 FAR)

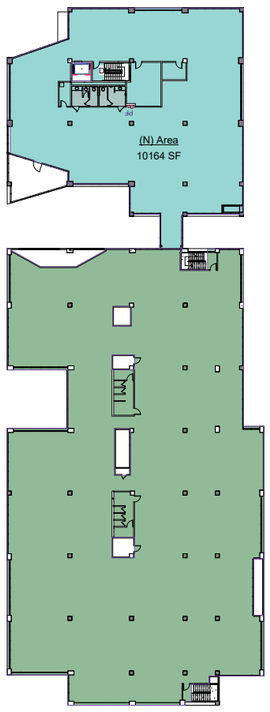
TOTAL SITE AREA: 53,670.0 SF
TOTAL REQUIRED LANDSCAPE: 4,293.6 SF (8%)
TOTAL PROVIDED LANDSCAPE: **8,835.5 SF TOTAL** (16%)
3,813.0 SF (N)
5,022.5 SF (E)

8,835.5 / 53,670 = **16% OF SITE AREA IS LANDSCAPED** (8% MIN REQUIRED)

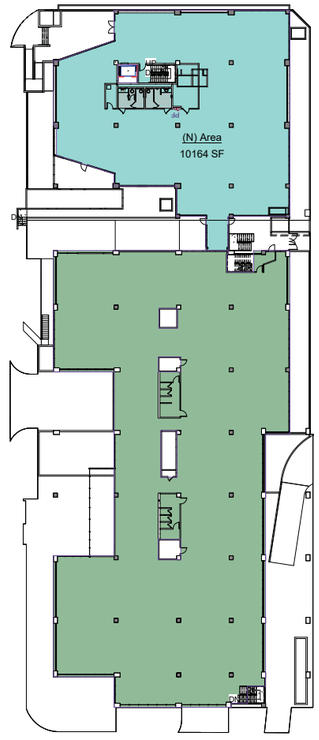
LANDSCAPE AREA
691 SF
432 SF
1031 SF
71 SF
225 SF
923 SF
440 SF
TOTAL: 3813 SF



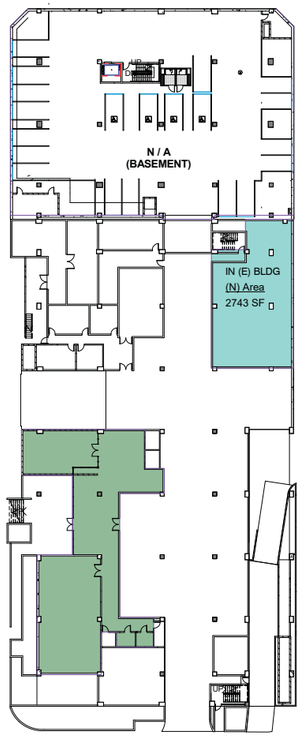
Level 2_Landscape Area 4



Level 3 - FAR 3



Level 2 - FAR 2



Level 1 - FAR 1

12/21/2016 11:52:41 AM

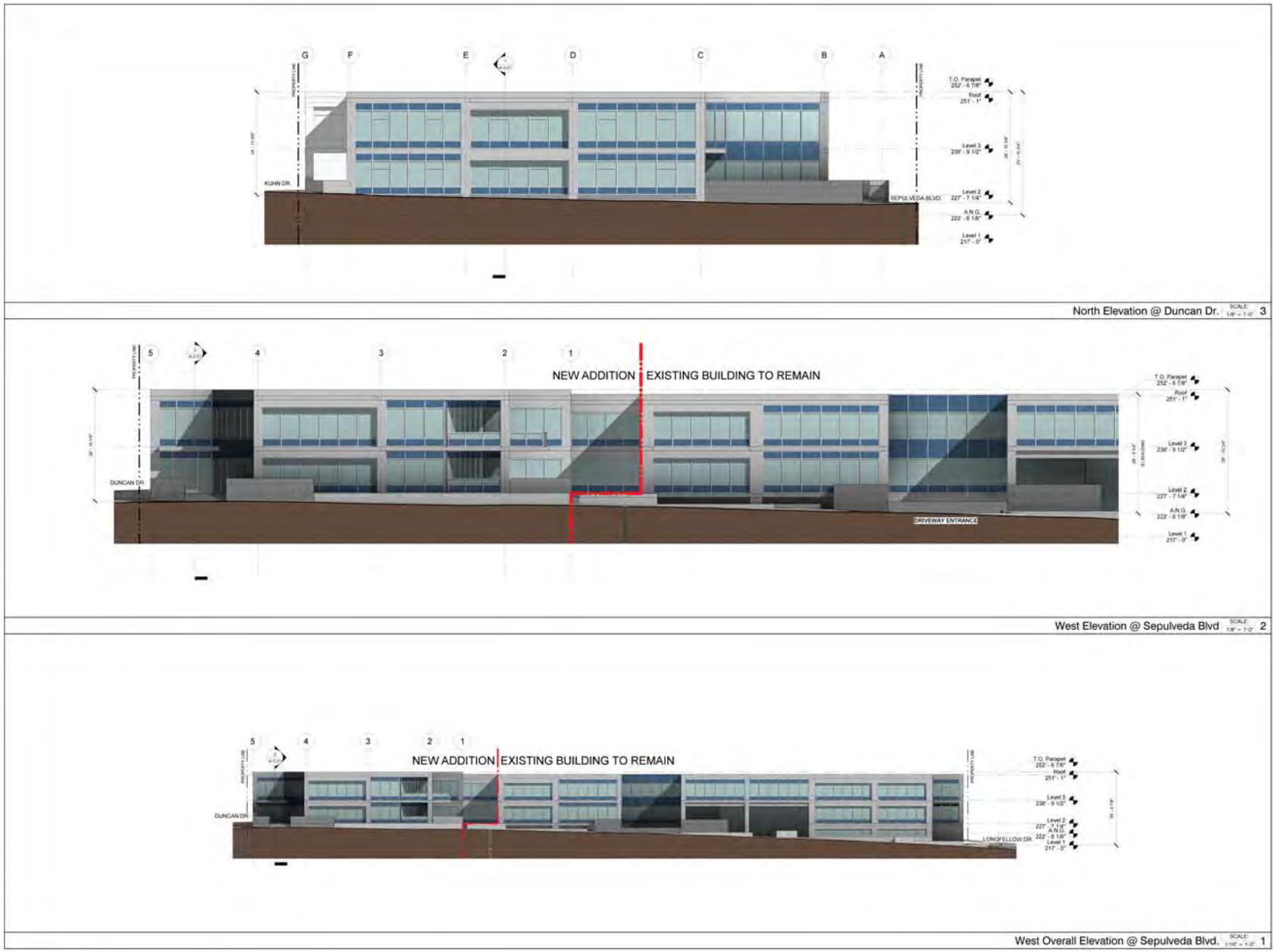
0 40 Feet

N

Floor Plan, 330 S. Sepulveda Component

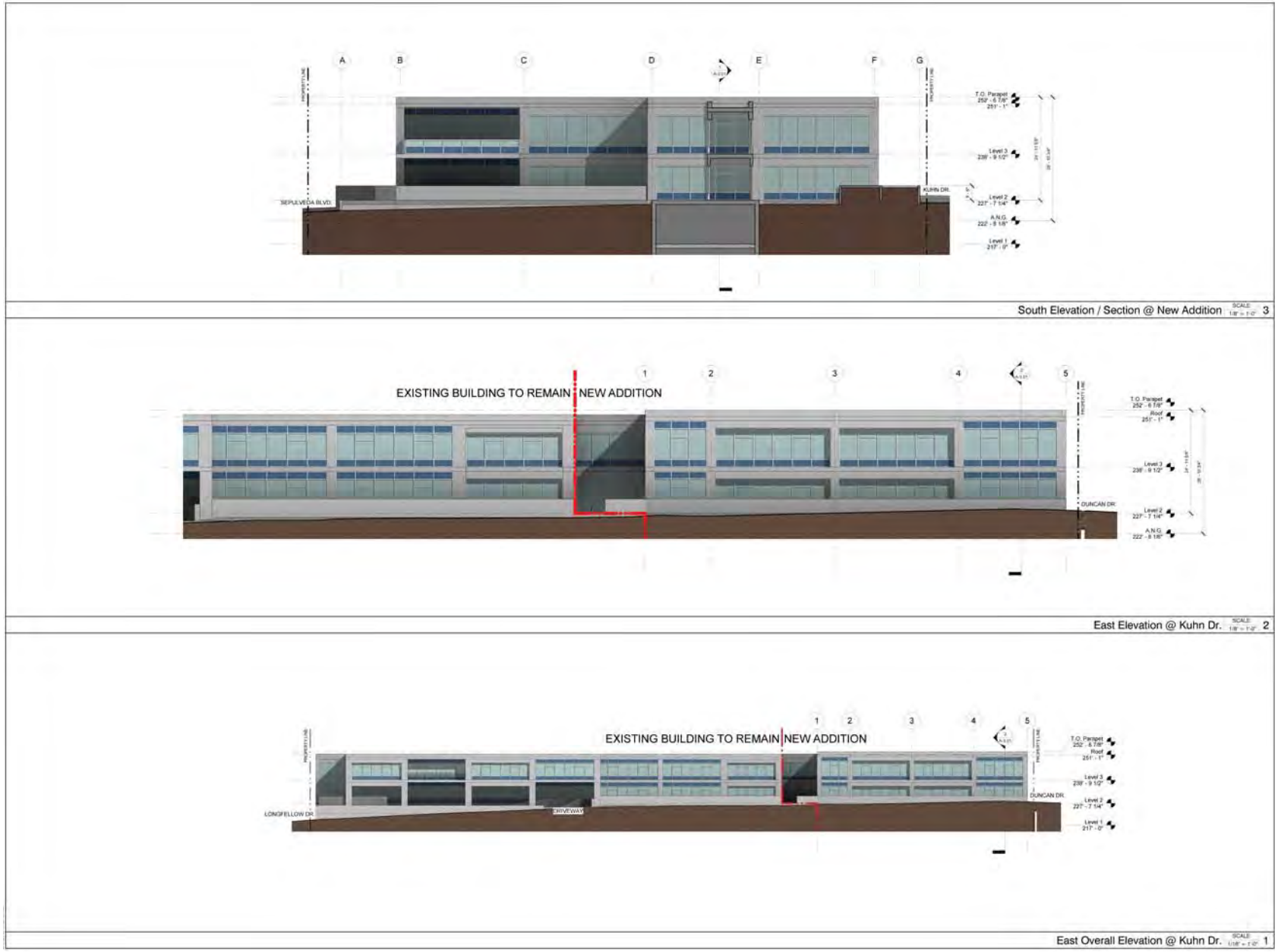
Source: Source: Skechers Entitlement Drawings, David Forbes Hibbert

Figure 2-11



Cross Sections, 330 S. Sepulveda Component

Figure 2-12a



Cross Sections, 330 S. Sepulveda Component

Figure 2-12b

electric vehicle capabilities would include charging stations and 12 electric bikes would be provided for employee use in commuting and weekday errands. The expanded garage would connect to the exiting garage at all levels. The entrance to the garage addition would be from the current driveways off of Longfellow Drive and SR 1, the existing garage entrance to 330 S. Sepulveda Boulevard. A minimum one-year pilot shuttle program, discussed in detail in Section 2.5.4, would shuttle Skechers employees between the Skechers office and downtown Hermosa Beach and Manhattan Beach from 11:00 AM to 2:00 PM. Pedestrian access would be provided along SR 1, near Duncan Drive.

2.7.3 Landscaping

The office portion of the building addition would have an approximately 21-foot setback from SR 1 with approximately 14 feet of landscaping, above the below-grade parking structure. The eastern portion of the building along Kuhn Drive would have an 11-foot-9-inch landscaped setback. Landscaping would make up 14 percent (7,195.5 square feet) of the component, thus exceeding the 8 percent landscape requirement. Landscaping would be added around the perimeter of the new building section, except for where it connects to the existing building.

2.7.4 Green Building Features

As is the case with the Hermosa Beach component, the project applicant is seeking Leadership in Energy and Environmental Design (LEED) Gold certification for the building at 305 S. Sepulveda Boulevard. Measures proposed to meet LEED Gold Certification requirements are similar to those described in subsection 2.5.5.

2.8 GRADING AND CONSTRUCTION

2.8.1 Hermosa Beach Component

All existing buildings at the Hermosa Beach site would be demolished prior to construction. Construction of the Design Center is anticipated to commence in fall of 2017 and would take approximately 24 months. It is anticipated that construction would be completed in 2019.

Proposed construction hours are from 8:00 AM to 6:00 PM, Monday through Friday, and 9:00 AM to 5:00 PM on Saturdays, which are the standard construction hours for the City of Hermosa Beach. Major equipment to be used during construction would include excavators, front-end loaders, drill rigs, mobile cranes, tower and/or conventional cranes, concrete pumps, and ready-mix trucks. Truck routes have been identified both for hauling off materials during demolition and bringing building materials to the project site during construction. The route used for individual locations would be in the direction that would avoid the need for left turns. SR 1 would be the main route accessed from the 105 Freeway to the north, and accessed from the 405 Freeway from either Manhattan Beach Boulevard or Artesia Boulevard. Staging of trucks on SR 1 would be limited to non-peak traffic hours (9:00 AM to 3:00 PM) when the curbside lane is converted to parking; therefore, it would not reduce the number of through traffic lanes.

Grading would be required to complete the Hermosa Beach component, with 107,000 cubic yards of cut and 1,500 cubic yards of fill planned for the Design Center and 27,000 cubic yards of cut and 500 cubic yards of fill for the Executive Office building. Up to 132,000 cubic yards of

cut would be hauled offsite during excavation activities. This equates to an estimated 9,429 total truck trips at 14 cubic yards per load over 90 to 100 days. At least 80 percent of construction material, by weight, would be recycled.

The right lane of southbound SR 1 would be closed intermittently, but roadway lane closures would be limited to off-peak travel periods. The Redondo Beach Performing Arts Center has been identified as a potential queuing station for trucks to reduce the queuing of trucks at the construction site. In addition, Skechers proposes the following to limit the impact of construction traffic:

- *Schedule receipt of construction materials during non-peak travel periods, to the extent possible*
- *Coordinate deliveries to reduce the potential of trucks waiting to unload for protracted periods of time*
- *Prohibit parking by construction workers on adjacent streets and directing the construction workers to available parking on the site*

2.8.2 305 S. Sepulveda Boulevard and 330 S. Sepulveda Boulevard Components

The 305 S. Sepulveda Boulevard site is currently developed with a 7,500-square-foot office building at 1050 Duncan Avenue and a laundry facility called Debonair Cleaners at 317 S. Sepulveda Boulevard. An auto shop called Werxstatt Auto Repair at 305 S. Sepulveda Boulevard and a vacant copy shop at 309 S. Sepulveda Boulevard have already been demolished. The existing development totals 12,422 square feet. All of the buildings would be demolished as part of the project. The 330 S. Sepulveda Boulevard site is currently being used an employee outdoor recreational area.

Skechers intends to be ready to pull building permits for the Manhattan Beach buildings as soon as entitlements are approved, subject to City requirements and procedures, and to begin construction on the two Manhattan Beach properties simultaneously. It is anticipated that an estimated five- to seven-month lag time would occur between the start of construction on the Manhattan Beach buildings and the start of construction on the Hermosa Beach buildings.

Construction of the Manhattan Beach components is expected to take approximately 23 months to complete. The City's standard construction hours are 7:30 AM to 6:00 PM, Monday through Friday, and 9:00 AM to 6:00 PM on Saturdays. Staging of trucks on SR 1 would be limited to non-peak traffic hours (9:00 AM to 3:00 PM) when the curbside lane is converted to parking; therefore, it would not reduce the number of through traffic lanes.

Grading would be required, with 28,500 cubic yards of cut and export expected for the 305 S. Sepulveda Boulevard site and 24,000 cubic yards of cut and export for the 330 S. Sepulveda Boulevard site. Up to 1,400 cubic yards of cut would be hauled offsite per day during peak excavation activities. This equates to 3,750 total truck trips at 14 cubic yards per load over approximately 35 to 40 days. At least 80 percent of construction material, by weight, would be recycled.

Construction and truck routes would comply with the items mentioned above regarding the Hermosa Beach component. In addition, Skechers proposes to maintain existing access for the current site uses and parking facilities at the 330 S. Sepulveda site.

2.9 PROJECT OBJECTIVES

The objectives for the proposed project are to:

- *Develop a new Design Center to display Skechers shoes in modern state of the art showrooms in one location*
- *Create facilities providing sufficient space for additional offices to meet current and future needs, as well as showrooms that would be used during conference events hosted by Skechers approximately twice per year*
- *Maintain proximity to the existing Skechers campus and Los Angeles International Airport*
- *Generate 655 new jobs in the cities of Hermosa Beach and Manhattan Beach.*
- *Achieve LEED Gold Certification for all three project components*
- *Create a consistent pattern of development along SR 1 that matches the existing Skechers campus and redevelops three underutilized sites*

2.10 REQUIRED APPROVALS

The Hermosa Beach component would require the discretionary approval of the City of Hermosa Beach Planning Commission and City Council. Specifically, the following approvals would be required:

- *Certification of the Final EIR*
- *Lot Line Adjustments to combine four parcels into one lot on each side of 30th Street*
- *Precise Development Plan*
- *Administrative Use Permit for the outdoor patio*
- *Parking Plan to account for buses and conferences, at the Design Center only*
- *Vacation of the alley west of/behind 2851 SR 1*
- *Subsurface vacation of 30th Street or other entitlement as determined by the City to allow underground pedestrian tunnel between the two buildings*
- *Construction and encroachment permits*

The 305 S. Sepulveda Boulevard component would require the following approvals from the City of Manhattan Beach:

- *Use Permit for development on Sepulveda Boulevard.*

- *Lot Line Adjustments to combine four parcels into one*

The 330 S. Sepulveda Boulevard component would require the following approvals from the City of Manhattan Beach:

- *Use Permit Amendment for alteration of the existing building's Use Permit*
- *Lot Merger to combine two lots into one*

All three project components also require approvals from the following other public agencies:

- *Caltrans Encroachment Permit for shoring and tie-backs for the buildings*

3 ENVIRONMENTAL SETTING

This section provides a general overview of the environmental setting for the project. More detailed descriptions of the environmental setting for each environmental issue area can be found in Section 4, *Environmental Impact Analysis*.

3.1 REGIONAL SETTING

The project components are located in the cities of Hermosa Beach and Manhattan Beach in western Los Angeles County (refer to Figures 2-1, *Regional Location*, and 2-2, *Project Location*, in Section 2, *Project Description*).

3.1.1 City of Hermosa Beach

Hermosa Beach incorporated in 1907 and encompasses approximately 979 acres (1.43 square miles) in southwestern Los Angeles County. Hermosa Beach is in an urbanized area of the greater Los Angeles region and is almost entirely developed.

The 2016 population of Hermosa Beach is estimated at 19,801 persons. The city's current housing stock includes an estimated 10,084 units. The average household size in Hermosa Beach is about 2.09 persons per unit (California Department of Finance 2016).

A grid system of east to west and north to south roadways, including arterials, collectors, and local streets, provide vehicular access to Hermosa Beach. SR 1, Ardmore Avenue/Valley Drive, Artesia Boulevard, Aviation Boulevard, and Herondo Street provide connectivity to neighboring cities. SR 1 runs north to south and bisects Hermosa Beach into western and eastern Hermosa. The closest freeway, the 405 Freeway, is located approximately three miles east of the city border (City of Hermosa Beach 2014).

3.1.2 City of Manhattan Beach

Manhattan Beach incorporated in 1912. Manhattan Beach lies immediately north of Hermosa Beach along the Pacific coast near the southern end of Santa Monica Bay. It is a densely populated community of less than four square miles.

The 2016 population of Manhattan Beach is estimated at 35,297 persons. The city's current housing stock includes an estimated 14,920 units. The average household size in Manhattan Beach is about 2.56 persons per unit (California Department of Finance 2016).

Manhattan Beach is a community of distinct, recognizable neighborhoods: the Sand Section, Downtown, North End/El Porto, the Tree Section, the Hill Section, Manhattan Village and mall, and the Eastside. Like Hermosa Beach, no freeway passes through Manhattan Beach. Regional access is provided by nearby 405 Freeway, 105 Freeway, and SR 91. Sepulveda Boulevard and Aviation Boulevard serve as commuter routes north and south, paralleling the function of the 405 Freeway.

3.2 PROJECT SITE SETTING

The Hermosa Beach project site is located in the northeast corner of Hermosa Beach and the two Manhattan Beach sites are located on the southern central border of the city. The 305 S. Sepulveda Boulevard site is just north of the Hermosa Beach site along the west side of SR 1 and the 330 S. Sepulveda Boulevard site is directly across SR 1 from the 305 S. Sepulveda Boulevard site (see Figures 2-1 and 2-2 in Section 2, *Project Description*). The neighborhoods in which the three sites are located are characterized by a mix of residential and commercial uses. SR 1 is primarily commercial in character, while the perpendicular side streets (e.g., Longfellow, Duncan) are primarily residential in character.

3.2.1 Hermosa Beach Site

The Hermosa Beach site is located on the west side of SR 1 in Hermosa Beach. Longfellow Avenue is located just north of the Hermosa Beach component, and a child center, residences, and commercial uses are located on the north side of Longfellow Avenue. Existing Skechers offices are located north of Longfellow Avenue, east of SR 1. Commercial office buildings are across the SR 1 to the east of the site. Commercial uses are located south of the site along SR 1 and single-family residences are located west of the site along Longfellow Drive and 30th Street.

The Hermosa Beach site is currently developed with new and used auto sales facilities, and auto repair facilities on the other parcels. All existing buildings onsite are currently vacant. Photographs of the Hermosa Beach site are shown on Figures 2-3a, 2-3b, and 2-3c in Section 2, *Project Description.*

3.2.2 Manhattan Beach Sites

The 305 S. Sepulveda Boulevard site is located on the west side of SR 1 and is currently developed with commercial uses totaling 15,237 square feet. Duncan Avenue is located immediately north of the site. Existing Skechers offices and residential uses are located on the north side of Duncan Avenue. SR 1 and commercial office buildings, including additional Skechers offices, are located east of the site. Boundary Place is located immediately south of the site, and the centerline of the street is the city boundary. A child care center, residences, and commercial uses are located on the south side of Boundary Place. Residential uses are located to the west. Photographs of the 305 S. Sepulveda Boulevard site are shown on Figure 2-4 in Section 2, *Project Description.*

The 330 S. Sepulveda Boulevard site is located on the east side of SR 1 between Duncan Avenue and Longfellow Drive. The site was formerly occupied by a car wash, but is currently vacant. Existing Skechers offices are located immediately to the south. Single-family residences are located to the east. Existing commercial development is located north of Duncan Avenue and commercial office buildings are located across SR 1 to the west. Photographs of the 330 S. Sepulveda Boulevard site are shown on Figure 2-5 in Section 2, *Project Description*.

3.3 CUMULATIVE PROJECTS SETTING

In addition to the specific impacts of individual projects, CEQA requires EIRs to consider potential cumulative impacts. CEQA defines "cumulative impacts" as two or more individual impacts that, when considered together, are considerable or will compound other

environmental impacts. Cumulative impacts are the combined changes in the environment that result from the incremental impact of development of the proposed project and other nearby projects. For example, traffic impacts of two nearby projects may be insignificant when analyzed separately, but could have a significant impact when analyzed together. Cumulative impact analysis allows the EIR to provide a reasonable forecast of future environmental conditions and can more accurately gauge the effects of a series of projects.

CEQA requires cumulative impact analysis in EIRs to consider either a list of planned and pending projects that may contribute to cumulative effects or a forecast of future development potential. Currently planned and pending projects in Hermosa Beach and Manhattan Beach are listed in Table 3-1. These projects are considered in the cumulative analyses in Section 4, *Environmental Impact Analysis.* The traffic analysis also considers projects in El Segundo and Redondo Beach that are not listed in Table 3-1, but are listed in Table 6-1 on page 47 of the Traffic Impact Study in Appendix F. It should also be noted that the City of Hermosa Beach is also undertaking an update to its general plan. Although the general plan does not involve any specific development projects, policies and programs contained in the draft general plan are considered as appropriate.

Table 3-1
Cumulative Projects

Project Name/Location	Description	Non-Residential Square Footage	Other	Status
City of Hermosa Beach [a]				
Clash Hotel (1429 Hermosa Avenue)	Hotel		30 Rooms	Under construction
2101 Pacific Coast Highway	Office	10,124		Completed
906 Hermosa Avenue	Office	8,870		Under construction
824 1st Street	Office	3,000		Approved
Strand and Pier Hotel	Hotel	13,619 *(5,406 retail, 8,213 restaurant, 9,300 less existing restaurant, 6,000 less existing retail)*	100 rooms	Undergoing environmental review
Hope Chapel/Lazy Acres Grocery Market Project (2420 Pacific Coast Highway)	Mixed-Use	62,269 *(32,191 church, 30,078 grocery/ market use, 15,000 less existing office, 29,653 less existing recreation)*		Hope Chapel undergoing environmental review; Lazy Acres approved
OTO Development Hotel (Beach Drive/11th Street)	Hotel		100 rooms	Withdrawn

Table 3-1
Cumulative Projects

Project Name/Location	Description	Non-Residential Square Footage	Other	Status
Transpacific Submarine Fiber Optic Cable Systems	Industrial	--		Completed
Subtotal – City of Hermosa Beach		**97,882**	**230 Rooms**	
City of Manhattan Beach [b]				
Manhattan Village Mall Expansion 3200-3600 N. Sepulveda Boulevard (SR 1)	Retail	110,000		Approved
1113 Artesia Boulevard	Grocery Store	12,000		Approved
865 Manhattan Beach Boulevard	General Office, Deli	15,700 *(15,000 general office, 700 deli use)*		Approved
1000 N. Sepulveda Boulevard	Medical Office, Pharmacy, Coffee Shop,	25,430 *(23,050 medical office, 665 pharmacy, 1,715 coffee shop, 5,400 less existing restaurant)*		Under Construction
Gelson's Market 707 North Sepulveda Boulevard (SR 1)	Grocery Store, Restaurant, Bank	34,500 *(27,500 grocery market use, 7,000 bank,52-seat restaurant, 31,720 less existing auto care)*		Undergoing Environmental Review
1800 Manhattan Beach Boulevard	General Office	3,000	(3 less dwelling units)	Proposed
2205 N. Sepulveda Boulevard	General Office	4,700 *(1,040 less existing hair studio)*		Proposed
1762 Manhattan Beach Boulevard	Medical Office, Apartment	1,800	1 dwelling unit *(1 less existing single-family residence)*	Proposed
757 Manhattan Beach Boulevard	Condominium	--	5 dwelling units (6 less existing apartment units)	Approved

Table 3-1
Cumulative Projects

Project Name/Location	Description	Non-Residential Square Footage	Other	Status
1101 Aviation Boulevard	Medical Office	5,000		Approved
1129 N. Sepulveda Boulevard	Retail	2,000		Proposed
1100 Manhattan Beach Boulevard	Retail	13,000		Proposed
Subtotal – City of Manhattan Beach		**227,130**	**52 restaurant seats, 6 dwelling units**	
TOTAL		**325,012 (and 52 restaurant seats)**	**230 rooms, 6 dwelling units**	

[a] *City of Hermosa Beach http://www.hermosabch.org/index.aspx?page=504.*
[b] *City of Manhattan Beach Current Projects/Programs http://www.citymb.info/city-officials/community-development/planning-zoning/current-projects-programs.*
Note: All totals are approximate based on standard uncertainties related to specific project information.

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4 ENVIRONMENTAL IMPACT ANALYSIS

This section discusses the possible environmental effects of the proposed project for the specific issue areas that were identified through the EIR scoping process as having the potential to experience significant effects. "Significant effect" is defined by the *CEQA Guidelines* §15382 as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment, but may be considered in determining whether the physical change is significant."

The assessment of each issue area begins with a discussion of the environmental setting related to the issue, followed by the impact analysis. In the impact analysis, the first subsection identifies the methodologies used and the "significance thresholds," which are those criteria adopted by the cities, other agencies, universally recognized, or developed specifically for this analysis to determine whether potential effects are significant. The next subsection describes each impact of the proposed project (all three components), mitigation measures for significant impacts, and where mitigation is proposed, the level of significance after mitigation. Each individual impact for an issue area is separately listed in bold and italicized text, followed by a discussion of the effect and its significance. Each impact discussion includes a statement of the significance determination as follows:

> ***Significant and Unavoidable:*** *An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per §15093 of the CEQA Guidelines.*
>
> ***Less than Significant with Mitigation Incorporated:*** *An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings under §15091 of the CEQA Guidelines.*
>
> ***Less than Significant:*** *An impact that may be adverse, but does not exceed threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.*

When appropriate, the impact discussion considers the impacts associated with each project component in addition to the overall impact of the entire project (the Hermosa Beach component and the two Manhattan Beach components). In instances where there are no unique component-specific impacts, the analysis simply considers the overall impact of the entire project.

Following each environmental impact discussion is a list of mitigation measures (if required) and the residual effects or level of significance remaining after implementation of the measures. In cases where the mitigation measure for an impact could have a significant environmental impact in another issue area, this impact is discussed and evaluated as a secondary impact. The impact analysis concludes with a discussion of cumulative effects, which evaluates the impacts associated with the proposed project in conjunction with other planned and pending developments in the area listed in Section 3, *Environmental Setting*.

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4.1 AESTHETICS

This section analyzes the project's aesthetic impacts, including visual compatibility with surrounding land uses; impacts to scenic vistas and visual character; light, glare, shade and shadow effects; and privacy concerns. Please see Section 4.9, *Land Use and Planning,* for analysis of consistency with local plans and policies.

4.1.1 Setting

a. Visual Character of the Project Site Vicinity. The project site includes three separate and discontiguous development sites located on both sides of SR 1. The general neighborhood in which the three development sites are located is characterized by a mix of residential and commercial uses. The Hermosa Beach site and the 305 S. Sepulveda Boulevard site (Manhattan Beach) are located immediately west of SR 1. The 330 S. Sepulveda Boulevard site is located on the east side of SR 1. The majority of the uses to the west and northwest of the Hermosa Beach site and the 305 S. Sepulveda Boulevard site are residences. There is also a preschool located north of the Hermosa Beach site and south of the 305 S. Sepulveda Boulevard site. Along both sides of SR 1, to the north and south of these two sites, are various commercial buildings. These include the existing Skechers corporate buildings, which are located directly north and south of the 330 S. Sepulveda Boulevard site. Existing Skechers offices are also located in Manhattan Beach at 330 S. Sepulveda Boulevard and at 225 South Sepulveda Boulevard. Existing buildings in the immediate vicinity of the Design Center, Executive Offices, 305 and 330 S. Sepulveda Boulevard sites are mid- and low-rise office and commercial buildings with varying architectural styles, as well as single-story or two-story residential properties. Some of the properties are separated from the street by grass and sidewalks, while others do not include any landscaping. Figure 2-2 shows aerial views of the Design Center, Executive Offices, and 305 and 330 S. Sepulveda Boulevard sites and vicinity. The Pacific Ocean is intermittently visible when looking west along the streets adjacent to the three development sites. These include 30th Street, Longfellow Drive, and Duncan Drive. The ocean is not visible from the Design Center, Executive Offices, or 305 and 330 S. Sepulveda Boulevard sites themselves. Views of the Palos Verdes Peninsula are also available to drivers traveling south along SR 1. Figures 2-3a-b, 2-4a-b, and 2-5a-b show existing views of and from the three development sites that make up the Design Center, Executive Offices, Hermosa Beach site, and 305 and 330 S. Sepulveda sites.

b. Visual Character of the Project Site.

Hermosa Beach Site. The Hermosa Beach site ranges in elevation from approximately 178 feet above mean sea level (msl) on the southeast to 213 feet on the northeast. The Hermosa Beach site is currently developed with new and used auto sales facilities, and auto repair facilities. All existing buildings onsite are currently vacant. In total, the existing uses occupy approximately 34,150 square feet of floor area. Structures are all one-story in height. Therefore, they generate minimal offsite shadows. Existing structures are characterized by a variety of architectural styles and are not architecturally significant. Several of the commercial buildings show signs of aging and deferred maintenance. Figures 2-3a-b show existing views of and from the Hermosa Beach site. Landscaping on the site is minimal, with a couple of street trees along the northern boundary of the site at Longfellow Avenue.

305 S. Sepulveda Boulevard Site. The 305 S. Sepulveda Boulevard site ranges in elevation from approximately 213 feet above msl on the northwest to 224 feet on the northeast. Currently, the 305 S. Sepulveda Boulevard site is developed with a 7,500-square-foot office building and a laundry facility. A dirt lot exists where an auto shop and vacant copy shop previously occurred on site. These were demolished in March 2017. Existing development totals 12,422 square feet. Landscaping on the site is minimal, comprising a couple of trees along Sepulveda Boulevard. Figure 2-4a-b shows existing conditions at the 305 S. Sepulveda Boulevard site.

330 S. Sepulveda Boulevard Site. The 330 S. Sepulveda Boulevard site ranges in elevation from approximately 217 feet above msl on the southwest to 228 feet on the northeast. This site was formerly developed with a car wash, but is currently used as an employee outdoor recreation area. Landscaping on the site is minimal, with a couple of street trees along the northern boundary of the site along Duncan Avenue. Figure 2-5d shows existing conditions at the 330 S. Sepulveda Boulevard site.

c. Regulatory Setting.

State.

Caltrans Scenic Highway Program. The California Department of Transportation (Caltrans) Scenic Highway Program protects and enhances the natural scenic beauty of California's highways and corridors through special conservation treatment. Caltrans defines a scenic highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. Caltrans designates a scenic highway by evaluating how much of the natural landscape a traveler sees and the extent to which visual intrusions degrade the scenic corridor. Although some portions of SR 1 in Los Angeles County are designated as a State Scenic Highway, the portion of SR 1 passing through Hermosa Beach and Manhattan Beach is not so designated.

Local.

City of Hermosa Beach. Citywide policies on visual resource protection focus on maintaining and protecting significant visual resources and aesthetics that define Hermosa Beach. The following policies and regulations are from the City's General Plan and municipal code. The City is currently undergoing a General Plan update that includes proposed polices pertaining to the protection of visual resources. However, since that plan is in draft form and has yet to be finalized or adopted, the policies below from the current General Plan reflect local policy. The City of Hermosa Beach policies and municipal code affect the Hermosa Beach site only.

City of Hermosa Beach General Plan Land Use Element (1994). The Land Use Element includes Primary Objective 1.1: Preserve the existing character of all residential neighborhoods.

City of Hermosa Beach General Plan – Urban Design Element. This Element outlines policies and objectives to preserve the scale of the community. It maintains that "introduction of massive land uses such as large buildings or new transportation corridors should be carefully evaluated." It is concerned with abrupt changes in scale and form resulting in one land use overwhelming another and suggests that this visual shock can be lessened by generous

landscaping and limiting the apparent size of buildings and parking lots near the property boundary. To encourage development that coincides with the City's urban design goals of scale and form, the Element includes the following:

Policy 1: *Maintain the present scale of the City, but modify those elements which by their massiveness are overwhelming and unacceptable.*

Program 1: *Discourage massive single uses through limitations on height and density to protect surrounding uses and community values.*

Urban Design Element policies and programs include the following objectives that must be addressed when design decisions are made:

- *Preserve Hermosa Beach as a creative environment where people can live and work.*
- *Identify and maintain the smaller scale visual features that give character to Hermosa Beach and its neighborhoods.*
- *Retain the uniqueness and diversity of Hermosa Beach's neighborhoods.*

The Urban Design Element also includes the following policies and programs regarding businesses districts:

Policy 5: *Encourage rehabilitation of aging retail areas to keep them economically healthy.*

Program 15: *Encourage recycling of buildings that are vacant or derelict or both.*

Other policies encourage preservation of buildings with historic or cultural value and maintaining visual continuity and character along traffic ways in the city.

City of Hermosa Beach Municipal Code. The Hermosa Beach Municipal Code (Chapter 17) sets development standards for parking, building heights, setbacks, density, lot coverage, open space requirements, and signs.

The Hermosa Beach site is zoned C-3. Chapter 17.25.050(E) regulates height of roof structures for commercial zones (35 feet maximum); Chapter 14.46.130 regulates the walls, fences, and hedges in commercial zones; and Section 17.50.140 includes the sign requirements and regulations for zone C-3, such as style of signs, project and height of signs, and types of signs which are permitted.

City of Manhattan Beach. The following policies and regulations from the City's General Plan and municipal code provide standards for development to protect the visual character of the city. The policies and municipal code affect the 330 S. Sepulveda component and 305 S. Sepulveda Boulevard component.

City of Manhattan Beach General Plan Land Use Element (2003). The Land Use Element includes the following land use goals and policies that are relevant to the aesthetics of the project:

Goal LU-1: Maintain the low-profile development and small-town atmosphere of Manhattan Beach.

Policy LU-1.1: Limit the height of new development to three stories where the height limit is 30 feet, or to two stories where the height limit is 26 feet, to protect the privacy of adjacent properties, reduce shading, protect vistas of the ocean, and preserve the low-profile image of the community.

Policy LU-1.2: Require the design of all new construction to utilize notches, balconies, rooflines, open space, setbacks, landscaping, or other architectural details to reduce the bulk of buildings and to add visual interest to the streetscape.

Goal LU-3: Achieve a strong, positive community aesthetic.

Policy LU-3.1: Continue to encourage quality design in all new construction.

City of Manhattan Beach Municipal Code. The City of Manhattan Beach Municipal Code (Chapter 10) sets development standards for parking, building heights, setbacks, density, lot coverage, open space requirements, and signs. The Manhattan Beach project components would be zoned GC. Chapter 10.16.030 regulates height of roof structures for commercial zones; Chapter 10.16.030(K) regulates the walls and fences in commercial zones; and Section 10.72.050 includes the sign requirements and regulations for commercial zones, such as the height of signs and types of signs that are permitted.

4.1.2 Impact Analysis

a. Methodology and Significance Thresholds. The assessment of aesthetic impacts involves qualitative analysis that is inherently subjective in nature. Different viewers react to viewsheds and aesthetic conditions differently. This evaluation measures the existing visual resource against the proposed project, analyzing the nature of the anticipated change to the Design Center, Executive Offices, and the 305 and 330 S. Sepulveda Boulevard sites as well as their surrounding vicinity, if found applicable. All components of the Design Center, Executive Offices, the 305 and 330 S. Sepulveda Boulevard sites, and their surroundings were observed and photographically documented. Photosimulations were also created to establish a context for the analysis. Figure 4.1-1 shows a rendering of the Design Center looking southwesterly from the SR 1/Keats intersection. Figure 4.1-2 shows a rendering of the Design Center looking northwesterly from SR 1. Figure 4.1-3 shows a rendering of the Executive Offices looking southwesterly from SR 1/Longfellow intersection.

A shadow analysis was also performed to determine if the project would cause extended periods of shade or shadow on any surrounding sensitive uses. Residents have also stated concerns about privacy issues resulting from the presence of multi-story buildings abutting residential properties. To address this concern, a privacy study was conducted to determine how the three project components would affect nearby residences.

In accordance with Appendix G of the CEQA Guidelines an impact is considered significant if the project would:

1. *Have a substantial adverse effect on a scenic vista*

2. *Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway*

3. *Substantially degrade the existing visual character or quality of the site and its surroundings*

4. *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area*

In addition, an impact is considered significant if the project would shade facilities and/or operations where sunlight is important to function, physical comfort, or commerce, such as outdoor public spaces, parks, and recreation areas.

The Initial Study in Appendix A determined that the project may have significant impacts related to CEQA Guidelines thresholds 1, 3, and 4, but not related to threshold 2. Scenic views and the visual character of the project sites and surroundings are addressed in this analysis, but there are no significant scenic resources on the sites. Consequently, the issue of scenic resources is not analyzed further in this section.

b. Impacts and Mitigation Measures.

IMPACT 4.1-1 ***Would the proposed project cause adverse effects on scenic vistas or viewsheds?***

The project would be visible from SR 1 and adjacent private properties, but none of the three project components would adversely affect a scenic vista. Impacts related to scenic vistas would be ***less than significant.***

A scenic vista is generally characterized as a public viewpoint that provides expansive public views of a highly valued landscape (or seascape) for the benefit of the general public. Neither Hermosa Beach nor Manhattan Beach has adopted specific definitions for scenic vistas. However, Hermosa Beach considers views of highly valued landscapes (or seascapes) from public rights-of-way on local streets as scenic vistas, in particularly SR 1, due to the high volume of public use along this corridor.

Hermosa Beach Component. Hermosa Beach has mapped local scenic views from public properties or rights-of-way in the Coastal Land Use Plan (1981) as shown in the Existing Conditions Report (2014). These views focus on the Pacific Ocean and are seen from the beach or along higher elevations on Loma Drive, SR 1, and Prospect Avenue, among others. As described in Section 4.1.1(a), scenic vistas in Hermosa Beach are generally expansive, uninterrupted views of the Pacific Ocean, Palos Verdes Peninsula, and the Santa Monica Mountains. Views surrounding the site occur when looking west from SR 1 along 30th Street and Longfellow Avenue and looking south from SR 1 at the Palos Verdes Peninsula. Drivers and pedestrians along SR 1 have intermittent views of the Pacific Ocean as they look west down the roadways. See Photo 4 on Figure 2-3a for the view of the ocean along 30th Street.

Source: dfh Architects, LLP

Design Center looking southwesterly from SR 1/Keats intersection

Figure 4.1-1

Design Center looking northwesterly from SR 1

Figure 4.1-2

Source: DFH, October 2014

Source: dfh Architects, LLP

Executive Offices looking southwesterly from SR 1/Longfellow intersection

Figure 4.1-3

305 S. Sepulveda Component looking
southwesterly from SR 1/Duncan intersection

Figure 4.1-4

Source: dfh Architects, LLP

See Photo 7 of Figure 2-3b for the view of the ocean along Longfellow Drive. Views are not expansive or uninterrupted, as they are limited by existing buildings along the narrow roadways. Consequently, the Hermosa Beach component would affect westward ocean views in a manner similar to existing development on the Hermosa Beach site, insofar as views of the ocean would continue to only be available from SR 1 looking west along 30th Street and Longfellow Drive.

Views of the Palos Verdes Peninsula are available along SR1 and are framed by urban development on both sides of the corridor. Since the project would occur in the already built urban context, most views of the Palos Verdes Peninsula when looking south from SR 1 would continue to be unaffected. The only view of Palos Verdes Peninsula that would be affected is from the sidewalk on the eastern side of SR 1. See photo 1 on Figure 2-3a. Since the proposed building would be three stories in height and current development is one story in height, the additional building height would obstruct views of the Palos Verdes Peninsula from this location. However, this view is only available from the sidewalk and views for drivers along SR 1 would not be obstructed.

The Design Center and Executive Offices also would not affect any scenic vistas from properties surrounding the project site, such as single-family homes along Longfellow Avenue, 30th street, La Carlita Place, and Marlita Place. The western views from these residences include the ocean to the west, Palos Verdes Peninsula to the south, and Santa Monica to the north. The eastern views from residences to the west of the Hermosa Beach site are toward SR 1 and do not include any identified scenic resources (e.g., ocean, Palos Verdes Peninsula, or the Santa Monica Mountains). The Design Center and Executive Offices buildings would be taller than the existing buildings that they would replace. Existing buildings are one story and the Design Center and Executive Offices would be three stories with a maximum building height of 35 feet. Since the Design Center and Executive Offices are to the east of the surrounding residences, no views of the ocean, Palos Verdes Peninsula, or the Santa Monica Mountains would be altered. Therefore, even though the buildings would be taller than the existing buildings that they would replace, they would have no significant impact with respect to scenic vistas.

305 S. Sepulveda Boulevard Component. Manhattan Beach's Land Use Element and Municipal Code protect vistas of the ocean by limiting the height of new development to three stories where the height limit is 30 feet, or to two stories where the height limit is 26 feet. Views of the ocean from the 305 S. Sepulveda Boulevard site extend west along Duncan Drive from SR 1. Views of the Palos Verdes Peninsula also exist when looking south on SR 1 (Photo 3, Figure 2-4a) and views of the Santa Monica Mountains exist when looking north on SR 1, at the SR 1/Duncan Drive intersection. Due to the three-story building west of the 305 S. Sepulveda Boulevard site, the existing development on the 305 S. Sepulveda Boulevard site does not block views from SR 1 of the ocean to the west, nor does it block any views of the Palos Verdes Peninsula or the Santa Monica Mountains. Therefore, even though the 305 S. Sepulveda Boulevard component would be taller than the existing building, it would not block the existing open view from SR 1 looking west along Duncan Drive. Also similar to the Hermosa Beach component, the 305 S. Sepulveda component would be highly visible from residential properties immediately to the west. However, it would not affect any scenic vistas from these properties since the eastern view from residences to the west of the 305 S. Sepulveda Boulevard site are toward SR 1 and do not include any significant scenic resources (e.g., the ocean, Palos

Verdes Peninsula, or the Santa Monica Mountains). For these reasons, no ocean view obstruction would occur and the impact of this component with respect to scenic vistas would be less than significant.

330 S. Sepulveda Boulevard Component. As noted above, Manhattan Beach's Land Use Element and Municipal Code protects vistas of the ocean by limiting the height of new development to three stories where the height limit is 30 feet, or to two stories where the height limit is 26 feet. The 330 S. Sepulveda component would be on the east side of SR 1 and, therefore, would not block views of the ocean, Palos Verdes Peninsula, or the Santa Monica Mountains from SR 1. Ocean views generally are not available from adjacent residential properties east of SR 1. Therefore, no ocean view obstruction would occur and the impact of this component with respect to scenic vistas would be less than significant.

Overall Impact. None of the components obstruct views of scenic vistas, specifically views of the Pacific Ocean, Palos Verdes Peninsula, or the Santa Monica Mountains. These scenic vistas would continue to be available from SR 1, Longfellow Avenue, and 30th Street. Therefore, a less than significant impact to scenic resources would result from the development of all three components.

Mitigation Measures. No mitigation measures would be required because no significant impacts have been identified for any of the three project components.

IMPACT 4.1-2 ***Would the proposed project substantially degrade the existing visual character or quality of the site and its surroundings?***

None of the project components would degrade the visual character or quality of the development sites or their surroundings. All three components would replace smaller-scale buildings or vacant properties with larger-scale buildings, but would be similar in scale to other two- and three-story buildings in the vicinity of the three development sites. Therefore, all three project components would fit in with the urban character along SR 1. The residential area adjacent to the Hermosa Beach component would be exposed to larger-scale development, but all three project components would be of high architectural quality and have unique design features that would improve the quality of the development sites and views from the surrounding residential area. Therefore, impacts related to visual character would be ***less than significant*** *for all three project components.*

Hermosa Beach Component. The Hermosa Beach site is currently occupied by commercial structures of low aesthetic interest (Figure 2-3a-b). Larger multi-story commercial buildings are present along SR 1. Specifically the two commercial buildings closest to the Hermosa Beach site are both three stories (Figure 4.1-5). Commercial buildings farther south of the site are typically one or two stories (Figure 4.1-5). East of the project site, across SR 1 between Longfellow Drive and Keats Avenue, is a two- to three-story commercial building that contains medical, dental, and realtor offices and a surface parking lot. Also east of the project site, across SR 1 and south of Keats Avenue, is a one- to two-story building that houses

Photo 1: Looking east across SR1 from project site at one- and two-story building on Keats Street and S. Sepulveda Boulevard

Photo 2: Looking east across SR1 from project site at two- and three-story building on 400 S. Sepulveda Boulevard

Photo 3: Looking west at two- and one-story residential area along Longfellow Avenue, west of project site

Photo 4: View of commerical uses south of project site along S. Sepulveda Boulevard

Surrounding Sensitive Uses- Hermosa Beach Site

Figure 4.1-5

commercial offices and medical offices. South of that building (southeast of the project site) is an El Torito restaurant with a surface parking lot. Directly south of the project site is a one-story Dunn-Edwards paint supply retail store and a one-story Round Table Pizza restaurant. Directly northwest of the project site is a one-story single-family home. Farther north, across Longfellow Avenue and immediately south of the Manhattan Beach component, is a two-story commercial office building. Northeast of the project site, across SR 1 and north of Longfellow Drive, is the existing three-story Skechers commercial building. West of the project site are one- and two-story single-family homes located on Longfellow Avenue, 30th Street, La Carlita Place, and El Oeste Drive.

The existing aesthetic character of the Hermosa Beach site and the commercial corridor along SR 1 is highly developed and urban in character. However, the aesthetic character directly west of the project site, is residential and of a smaller scale.

The Hermosa Beach component would be taller than existing onsite structures. The existing structures are one-story in height and the Hermosa Beach component would be three-stories in height. However, as described above, the Hermosa Beach component would be similar in height (three stories) to the newer commercial building immediately east of the project site along SR 1. Therefore, the Design Center and Executive Offices would blend in with this existing character established by the newer buildings along the SR 1 corridor. Figures 4.1-1 – 4.1-3 show photosimulations of the Design Center and Executive Offices. The Design Center and Executive Offices would replace existing development on the site with larger-scale development, both in height and site coverage. However, this change would not be significant, particularly since existing development does not match the scale or architectural quality of the newer larger-scale buildings in the area. The proposed buildings would also match the size of the existing Skechers offices, which are located 0.1 mile north of the Hermosa Beach component on SR 1.

The Design Center and Executive Offices would also include design features that would increase the existing visual character and quality of the commercial corridor along SR 1. These features include landscaping surrounding the Hermosa Beach component along SR 1, Longfellow Avenue, and Boundary Place as well as between the western boundary of the site and abutting residential uses. The Design Center would also include amenities such as a terrace facing SR 1 and a water feature. Additionally, the bottom floor of the Executive Offices would have a coffee house. This combined with of the landscaping, terrace, and water feature would add diversity to the visual character of the site and surrounding neighborhood.

The Design Center and Executive Offices would present a larger scale of commercial development to the adjacent residential properties located on Longfellow Avenue, 30th Street, La Carlita Place, and El Oeste Drive. On the northern portion of the site directly west of the Hermosa Beach site are one-story single family homes (741 30th Street and 742 Longfellow Street). West of those properties are a mix of one- and two-story single-family homes along 30th Street and Longfellow Street. West of the southern portion of the project site, along La Carlita Place, is a cul-de-sac of one- and two-story homes. Due to the scale of the Design Center and Executive Offices, these residences may have views of a commercial building where there wasn't one before. Specifically, the residential house directly west of the site (i.e., 741 30th Street) is currently adjacent to a surface parking lot. After construction of the Design Center and Executive Offices, it would be adjacent to a three-story commercial building. Views of the Design Center and Executive Offices from other surrounding residential areas would be varied

due to existing trees and the approximately 12-foot bamboo hedge that would surround the western boundary of the project site. Additionally, as addressed in the impact discussion above, no views of scenic resources would be obstructed. Lastly, even though the scale of the building is larger than existing uses, the Design Center and Executive Offices provide design features such as landscaping, a water feature, and coffee house that would provide a higher visual appearance compared to the existing buildings. Therefore, impacts to the existing visual character and quality of the surrounding residential would not be significant. Residents have also stated concerns about privacy issues resulting from the presence of multi-story buildings abutting residential properties. Although this is not an environmental issue and is not subject CEQA, a privacy study was conducted to address this concern and determine how the three project components would affect nearby residences (Figures 4.1-6a-c and 4.1-7a-b). Neither the City of Hermosa Beach nor the City of Manhattan Beach has adopted any specific thresholds or regulations addressing privacy. Residents have voiced that outdoor spaces associated with residential uses are sensitive to privacy intrusion because people in the commercial uses may be able to see into private residence areas.

With respect to privacy concerns expressed by residents, the Design Center would have an 11-foot setback on 30th Street and a minimum setback of an 11-foot-9-inch setback from existing structures to the south of the Design Center. The Executive Offices would also be a 39-foot-7-inch setback from Longfellow Avenue. On the western boundary of the property there would be bamboo approximately 12 feet in height that would block the view of the adjacent residences from the first story of the Design Center and the Executive Offices. Even with these design considerations, some residential units may still be seen by certain portions of the building. Figures 4.1-6a-c show which residences are visible from each floor of the Hermosa Beach components.

Figure 4.1-6a shows that no residential uses adjacent and west of the Hermosa Beach component are visible by occupants of the first floor of the proposed Design Center and the Executive Offices.

Figure 4.1-6b shows that no residential uses adjacent and west of the proposed Design Center are visible by occupants of the second floor of the Design Center. The residential property at 737 30th Street and part of residential property at 744 Longfellow Avenue, which are directly adjacent to and west of the Executive Offices, also are not visible from the second floor of the Executive Offices. Residences beyond those are visible, but are approximately 50 feet from the Executive offices building.

Figure 4.1-6c shows that all residential uses directly adjacent and west of the Design Center are not visible to occupants of the third floor of the Design Center. These residential units include 2966, 2960, and 2954 La Carlita Place; 714 Marlita Place; and 2850 El Oeste Drive. Residences beyond those are visible, but are at least approximately 50 feet from the Design Center. Figure 4.1-6c also shows that residences directly west and adjacent of the Executive Offices (except for part of the residential property at 737 30th Street) can be seen from the third floor of the Executive Offices.

Figures 4.1-7a–d show potential lines of sights from the windows on the west side of the each building to the adjacent residential properties. See Figure 4.7-1a for a key to each line of sight location. Figure 4.7-1b and 4.7-1c shows potential lines of sight from the Executive Offices on to

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Privacy Study – First Floor of Hermosa Beach Design Center and Executive Offices Building

Figure 4.1-6a

Legend

Project Site

Residential Areas Not Visible to Occupants of Proposed Building

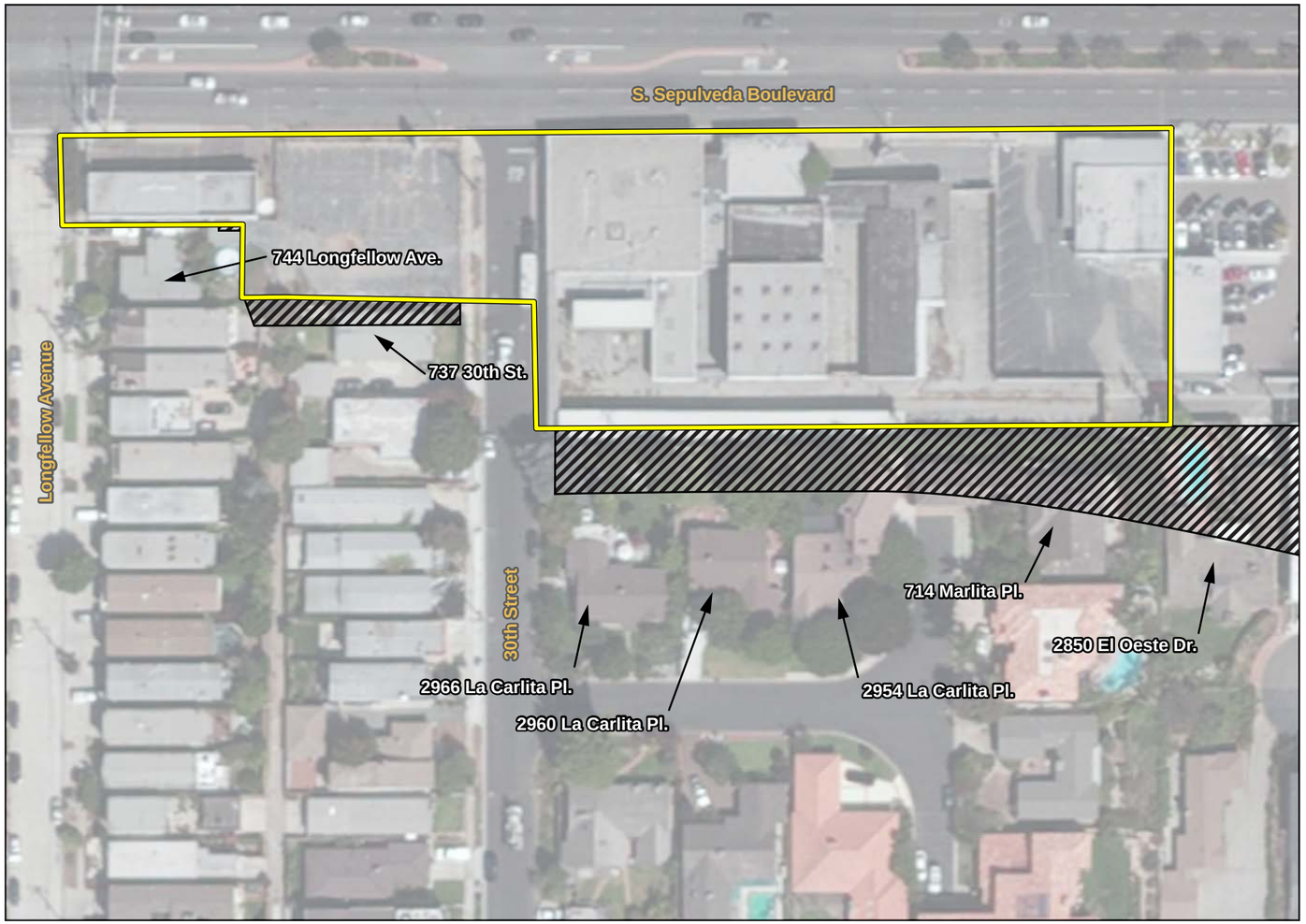
N

0 40 80
Feet

Imagery provided by ESRI and its licensors © 2017.

Privacy Study – Second Floor of Hermosa Beach Design Center and Executive Offices Building

Figure 4.1-6b



Legend

Project Site

Residential Areas Not Visible to Occupants of Proposed Building

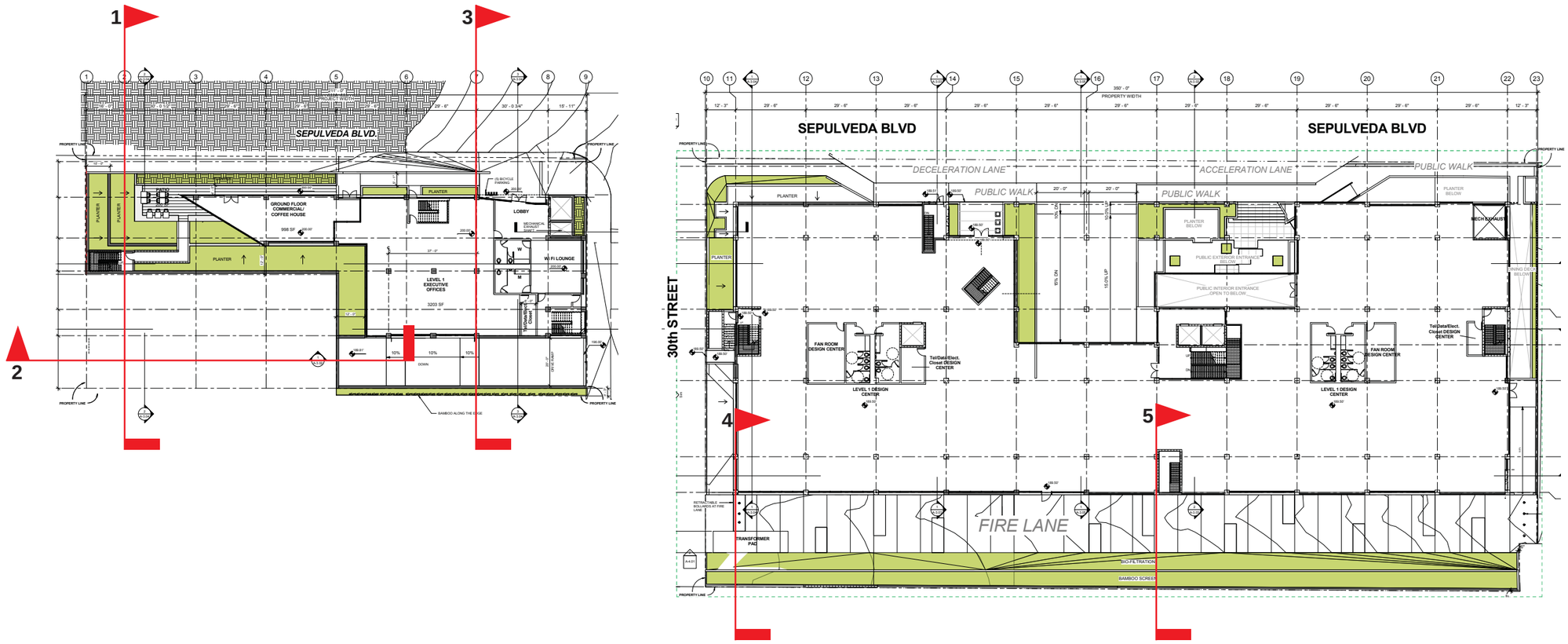
N

0 40 80
Feet

Imagery provided by ESRI and its licensors © 2017.

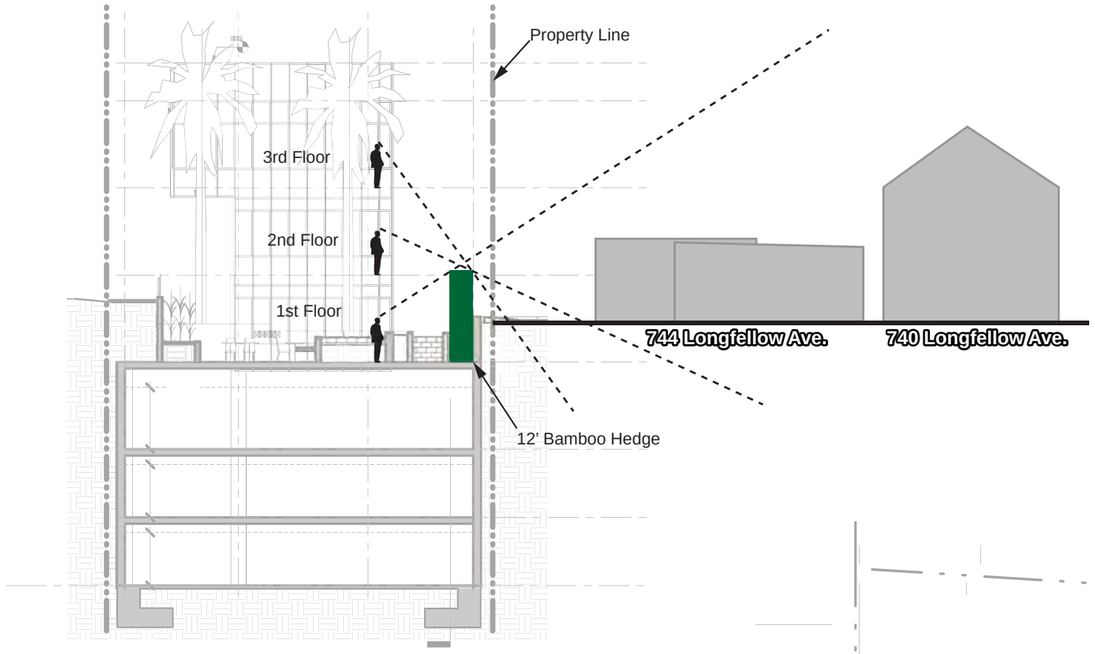
Privacy Study – Third Floor of Hermosa Beach Design Center and Executive Offices Building

Figure 4.1-6c

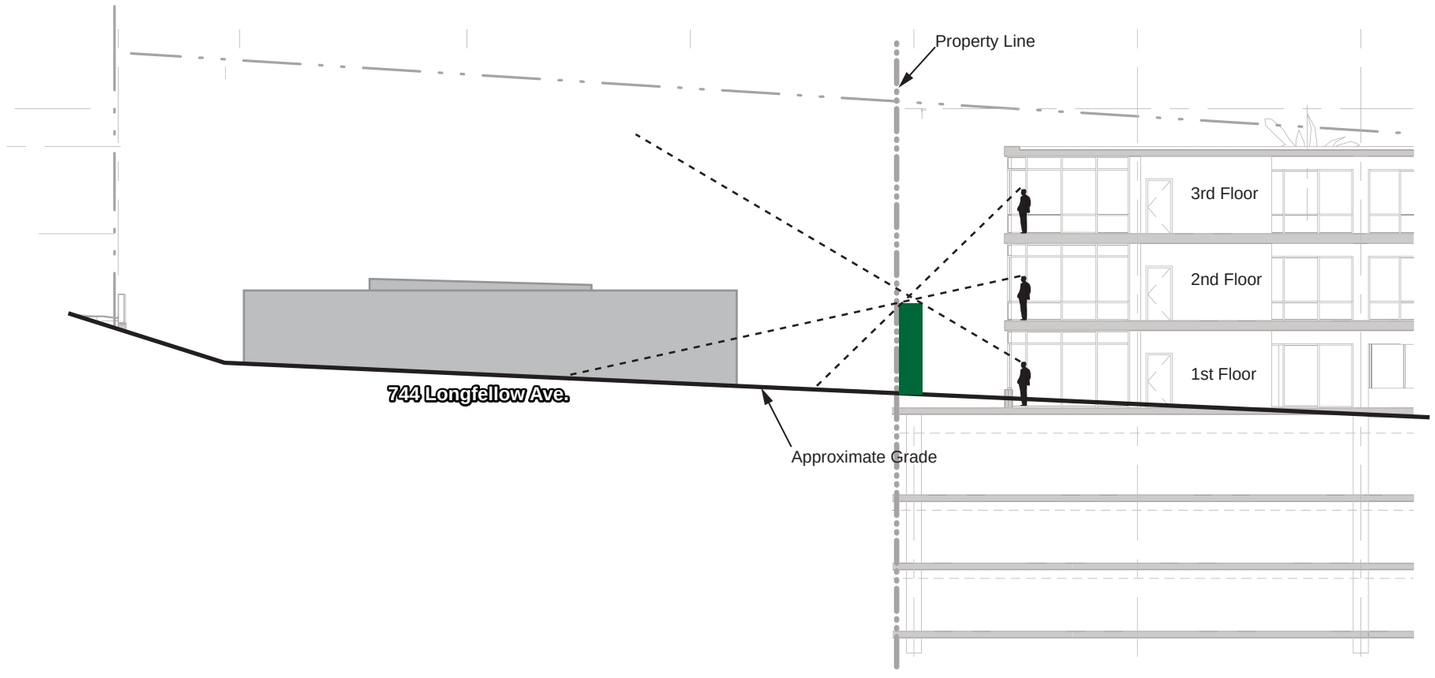


Line of Sight Location Key - Hermosa Beach Design Center and Executive Offices

Figure 4.1-7a



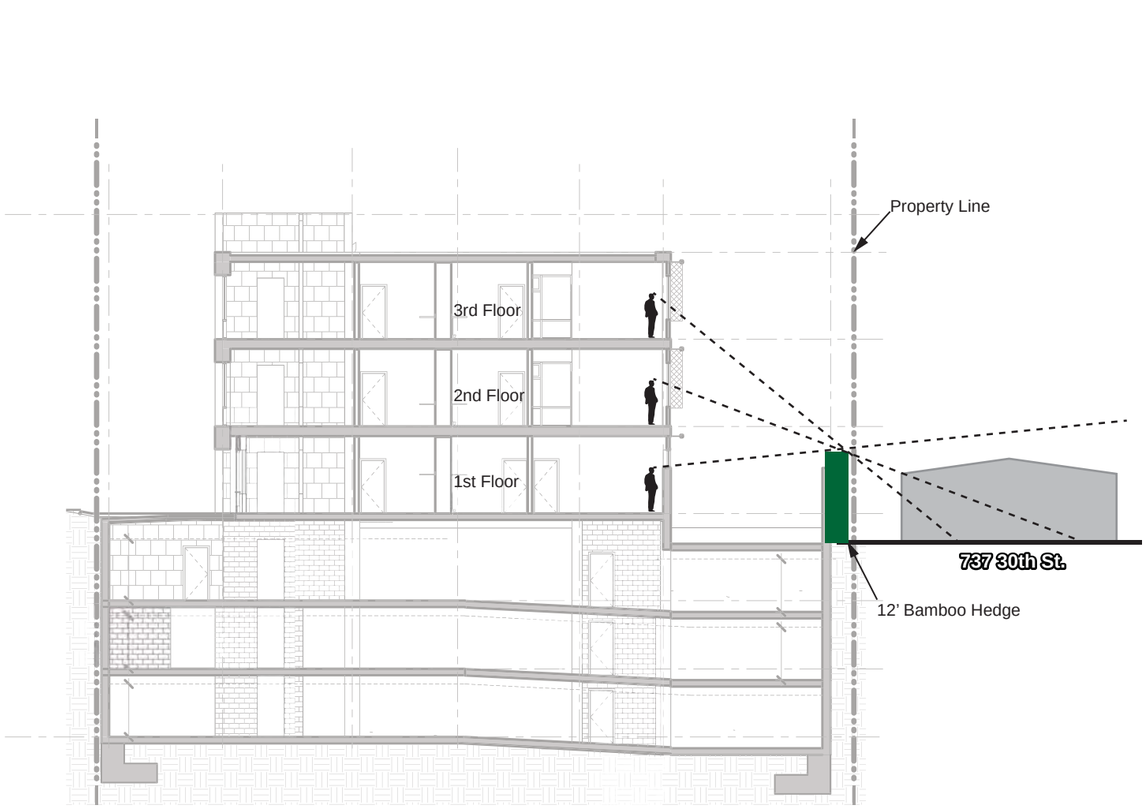
Section 1 1" = 20'



Section 2 1" = 20'

Line of Sight Sections - Northern Portion of Hermosa Beach Executive Offices

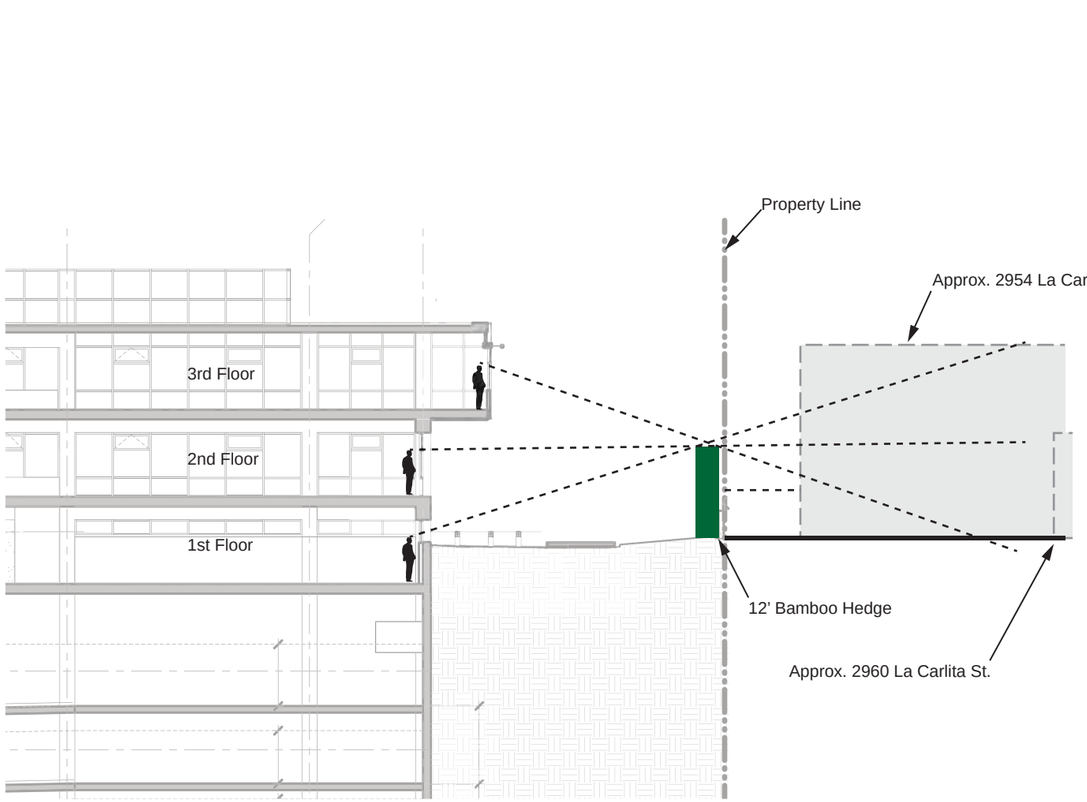
Figure 4.1-7b



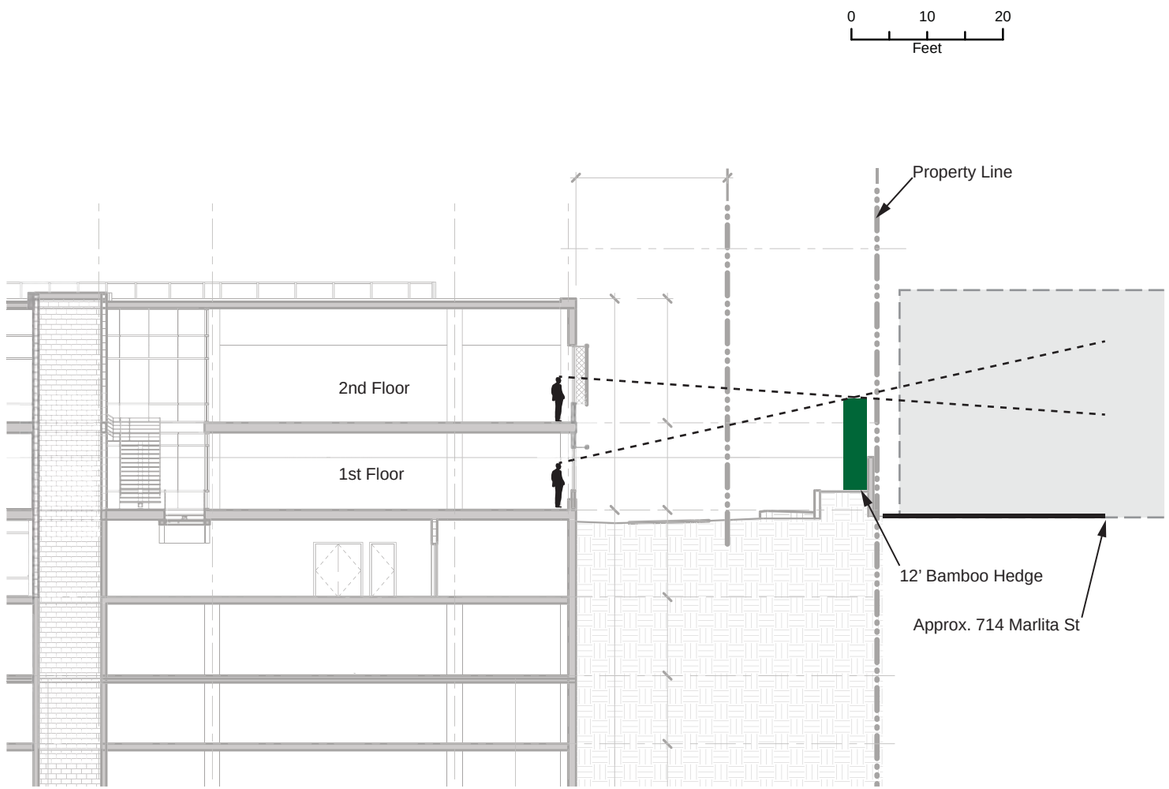
Section 3 1” = 20’

Line of Sight Sections - Southern Portion of Hermosa Beach Executive Offices

Figure 4.1-7c



Section 4 1" = 20'



Section 5 1" = 20'

Line of Sight Sections - Hermosa Beach Design Center

Figure 4.1-7d

the 744 Longfellow Avenue and 737 30th Street properties. Due to the bamboo hedge, there are no views of the 744 Longfellow Avenue and 737 30th Street properties from the first floor. The second floor has partial views of the properties and the third floor has complete views of the 744 Longfellow Avenue and 737 30th Street properties. Figure 4.1-7d shows potential lines of sight from the Design Center. Section 4 shows the view onto 2966 La Carlita Place, where due to the bamboo hedge, no views of the property can be seen from the first floor. The second floor has partial views of the property and the third floor has complete views of the 2966 La Carlita Place property. Section 5 shows potential lines of sight from the Design Center onto 2954 La Carlita Place. Due to the bamboo hedge, no views of the property can be seen from the first floor and only partial views can be seen from the second floor. There is no third floor on this portion of the building.

305 S. Sepulveda Component. The 305 S. Sepulveda Boulevard site is currently occupied by a two-story office building and a laundry facility. Surrounding buildings are a two-story commercial office building to the south, two- and three-story Skechers commercial building to the west (across SR 1), a two-story Skechers commercial building to the north (across Duncan Avenue), and one- to two-story single and multi-family homes to the west (Figure 4.1-8). Two two-story residential buildings border the site on the west (1041 Boundary Place and 1038 Duncan Avenue).

The existing aesthetic character of the commercial area surrounding the 305 S. Sepulveda Boulevard site is developed and urban in character. Figure 4.1-4 shows a rendering of the 305 S. Sepulveda Boulevard component looking southwesterly from SR 1/Duncan intersection. This component would be 30 feet above grade and two stories in height. Since buildings along the corridor and the residential property to the west are of similar height, this component would be comparable to surrounding onsite structures. It would replace existing development on the site with larger scale development, both in height and site coverage; however, this change would not be significant or adverse, particularly since the proposed scale is compatible with that of surrounding development.

As discussed above (AES-1), the 305 S. Sepulveda Boulevard component would include design features such as a Sepulveda Boulevard-facing terrace with a water feature and a fire pit. Also, the transformer, cooling towers, and refuse/recycling areas would all be along Boundary Place and would be screened by walls with a height that would be in accordance with the Manhattan Beach Municipal Code. The architecture would also be of high quality as this component would be constructed with an exposed concrete frame with clear and colored spandrel glass. The design would be unique and of high aesthetic quality. Consequently, it would generally enhance the visual character and quality of the commercial corridor along SR 1. Proposed landscaping, including turf, street trees, ornamental trees, and shrubs would also soften the overall visual character of the site at ground level compared to existing conditions. Therefore, the 305 S. Sepulveda Boulevard component would not substantially degrade the visual character of the site or its surroundings and impacts would be less than significant.

Photo 1: Looking southwest at 305 S. Sepulveda site. North of the site is the existing two-story Skechers commercial building.

Photo 2: Looking west from S. Sepulveda Boulevard along Duncan Avenue. Two-story residential units are west of the project site.

Photo 3: View looking north along S. Sepulveda Boulevard from in between the 305 S. Sepulveda and 330 S. Sepulveda site.

Photo 4: View looking northeast at existing Skechers building and 330 S. Sepulveda Boulevard site to the north.

Surrounding Land Uses- 305 & 330 S. Sepulveda Site

Figure 4.1-8

Regarding concerns about privacy, the current buildings at the site are one story and would be replaced by two-story buildings. Adjacent residential buildings on the west side of the project are also two stories in height. Neighboring residential properties have mature trees and other vegetation that would block views of the residences from the building. An approximately 12-foot-high bamboo hedge is also proposed along the western boundary of the building that would prevent views from the first floor of the building and obstruct partial views from the second. No substantial change to the privacy of adjacent residential uses would occur. Therefore, impacts to the privacy of surrounding residences would be less than significant.

330 S. Sepulveda Boulevard Component. The 330 S. Sepulveda Boulevard site is currently being used as an employee outdoor recreational area. North and south of the site are two-story commercial buildings. South of the site is the existing Skechers commercial building that this component would extend. North of the project site is a two-story commercial office building that has a variety of offices for companies that provide tutoring, skin care, construction services, and music lessons. West of the 330 S. Sepulveda Boulevard site are one-story commercial buildings at the location of the proposed 305 S. Sepulveda Boulevard component, described above (including the existing Skechers commercial building to the northwest). East of the 330 S. Sepulveda Boulevard site are two-story single family houses. See Figure 2-5a-b and 4.1-8 for photos of the current conditions.

The aesthetic character of the commercial area surrounding the 330 S. Sepulveda Boulevard site is developed and urban in character. Two-story buildings border the 330 S. Sepulveda Boulevard site along SR 1. These include Healthy Spot, Hi View Inn and Suites, Manhattan Plaza, and Seashore Inn, all of which are two- to three- stories in height.

The 330 S. Sepulveda Boulevard component would be 30 feet above grade and two stories in height. Since buildings along the SR 1 corridor are of similar height, this component would be comparable to the surrounding onsite structures. The 330 S. Sepulveda Boulevard component would replace an existing dirt lot, a change that would not be adverse or significant, particularly since the building scale would be compatible with that of surrounding development. The proposed buildings would also match the size of the existing Skechers offices that are located 0.1 mile north of the 330 S. Sepulveda Boulevard site on SR 1.

Similar to the 305 S. Sepulveda Boulevard component, the architecture of this component would also be of high quality. The building would be constructed with an exposed concrete frame with clear and colored spandrel glass. The design would be unique, of high aesthetic quality, and would enhance the existing visual character and quality of the SR 1 commercial corridor.

Regarding concerns about privacy, the current outdoor area would be replaced by two-story buildings. Therefore, a change in the scale of development would occur. However, surrounding residences are not directly adjacent to the site. The residences are approximately 50 feet east of the site, separated by Kuhn Drive. Properties that would be in the proposed buildings line-of-sight include two residences at 300 Kuhn Drive and 1177 Duncan Drive. The current 330 S. Sepulveda Boulevard building is also two stories and has tall trees and vegetation along the eastern border of the building that partially obstruct views of the surrounding residences. The extension of the 330 S. Sepulveda Boulevard building would also contain tall vegetation that would partially obstruct views of the surrounding residences. Consequently, the privacy that the surrounding residences experience now would continue and two new residences would be

partially visible from the Skechers site. Therefore, impacts regarding privacy would be less than significant.

Overall Impact. None of the three project components would substantially degrade the existing visual character or quality of the development sites or their surroundings. All three components would match the urban character of the SR 1 corridor and would have design features (e.g., a bamboo wall) that would limit views of the larger-scale building from nearby residences. Therefore, a less than significant impact to existing visual character or quality of the site and its surroundings would result from the development of all three components.

Mitigation Measures. No mitigation measures would be required because no significant impacts have been identified for all three of the project components.

IMPACT 4.1-3 ***Would the proposed project substantially degrade the existing visual character or quality of the site and its surroundings (due to shade/shadowing)?***

All three project components would involve an increase in structural development and intensity of use, including new and increased shadow impacts on the surrounding properties. However, for all three project components, these impacts would be ***less than significant*** *since shadows would not affect shadow-sensitive public spaces.*

Although not specifically included in the Appendix G checklist in the CEQA Guidelines, shadows can also affect the visual quality of a site's surroundings in urban settings. Therefore, a shadow analysis was performed to determine how the three project components would affect nearby residences (Figures 4.1-1 and 4.1-2). Prolonged periods of shade and shadow can negatively affect the character of certain land uses. Neither the City of Hermosa Beach nor the City of Manhattan Beach has adopted any specific thresholds or regulations addressing shading. Facilities and operations sensitive to the effects of shading include routinely useable outdoor spaces associated with residential, recreational, institutional (e.g., schools, convalescent homes) or public land uses (e.g., parks); commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors. These uses are considered sensitive because sunlight is important to function, physical comfort, or commerce. A CEQA impact would occur if there are shadow impacts to public spaces, but potential shading of residential properties is nonetheless analyzed to address any resident concerns.

Hermosa Beach Component. Outdoor public spaces such as parks and recreation areas are the uses most sensitive to shadow impacts. There are no outdoor public spaces near the Hermosa Beach site. The only other light-sensitive uses in the direct vicinity of the Hermosa Beach site include the back yards of residential houses adjacent to the west. As shown in Figures 4.1-9a and 4.1-9b,[1] the only time during which shadows would fall over most of the existing residential uses is in the winter between 9:00 AM and 11:00 AM and in the summer at

[1] *The figures represent the length of shadows that would be cast by proposed buildings during extreme conditions, as represented by the Winter Solstice (December 22) and Summer Solstice (June 21).*

9:00 AM. As shown in Figure 4.1-9a-b, there is a residential unit located at 744 Longfellow Drive with a back yard that would be shaded during the winter between 9:00 AM. and 3:00 PM. and in the summer at 9:00 AM. During the rest of the day and in other seasons, shadows would be minimal and/or would fall over SR 1 or other non-shade sensitive uses. Because only one residential building would be subject to shade and no outdoor public spaces would be affected, the Hermosa Beach component's shade/shadow effects would be less than significant.

305 S. Sepulveda Boulevard Component. Similar to the Hermosa Beach site, no outdoor public uses are located in the direct vicinity of the 305 S. Sepulveda Boulevard site. The only other light-sensitive uses are residential units directly west of the 305 S. Sepulveda Boulevard site. However, they are already completely shaded by a number of trees on all the properties. There are no other light sensitive uses in the immediate vicinity of the 305 S. Sepulveda Boulevard site. As shown in Figures 4.1-10a-b, the only time during which shadows would fall over residential uses west of the 305 S. Sepulveda Boulevard site is in the winter and summer around approximately 9:00 a.m. (no shadows would occur on residential properties by 12:00 p.m.). Shading from trees and the overlay shading from the buildings would occur during the same time period. During the rest of the day and in other seasons, shadows would be minimal and/or would fall over SR 1 or other non-shade sensitive uses. Because shadows would not be cast onto light-sensitive uses, impacts associated with the 305 S. Sepulveda Boulevard component would be less than significant.

330 S. Sepulveda Boulevard Component. Three residential units are located on the east side of the 330 S. Sepulveda Boulevard site (east of Kuhn Drive) that have light-sensitive uses. These light sensitive uses include a back yard, a swimming pool, and a rooftop tennis court.

The only time during which shadows would fall over residential uses east of the 330 S. Sepulveda Boulevard site is in the winter at 3:00 PM. and in the summer at 5:00 p.m.. During the rest of the day and in other seasons, shadows would be minimal and/or would fall over SR 1 or other non-shade sensitive uses. Shadow effects associated with the 330 S. Sepulveda Boulevard component are not considered significant impacts because shadows would not be cast onto light-sensitive uses.

Overall Impact. As described above, none of the three project components would substantially shade adjacent uses or cause an increase in shadows on shadow-sensitive public spaces. Therefore, the three components combined would have a less than significant shade/shadow impact.

Mitigation Measures. No mitigation measures would be required because no significant impacts have been identified for any of the three project components.

IMPACT 4.1-4 ***Would the proposed project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

All three project components would involve an increase in structural development and intensity of use on the respective sites, including new and increased lighting. Because of the relatively high ambient lighting levels in the area, none of the project components would

substantially alter light or glare conditions and the impacts of all three components would be ***less than significant.***

All three project components are in an urbanized area that includes various existing sources of light and glare, including street lights, security lighting, signage, parked vehicles, reflective building surfaces, and vehicles entering and exiting the respective sites. Overall, the effects of lighting and glare of all three project components are expected to be similar to that of the surrounding buildings in the vicinity. All three project components would have more lighting than the existing site development as most of the existing developments are vacant and one is a dirt lot. This would increase lighting in the area and would potentially affect the residences adjacent to the Hermosa Beach component, 330 S. Sepulveda Boulevard component, and 305 S. Sepulveda Boulevard component.

Hermosa Beach Component. The nearest sensitive receptors are the residences along the western boundary of the Hermosa Beach site (Figure 4.1-11a). Implementation of the three-story Design Center and Executive Offices would create greater light and glare sources compared to the one-story vacant buildings that are currently on the site. The Hermosa Beach component would involve construction of two, three-story commercial buildings that would include building-mounted lighting, glass surfaces, and windows on the building façades that could affect surrounding uses. Potential new sources of glare include glazing, glass paneling, and other reflective building materials on the façade of the building. The residential units to the west of the building would be protected from any additional glare due to an approximate 12-foot-high bamboo hedge that would occur along the Hermosa Beach components western border. Additionally, the Hermosa Beach component's exterior building materials would be similar to the existing 330 Sepulveda Boulevard building that is located along SR 1. Therefore, because the project would screen residential properties and would be made of materials that already exist along SR 1, any potential impacts due to an increase in glare would be less than significant.

Potential new sources of lighting include the windows of the proposed building and spillover of light onto SR 1 and toward the neighboring land uses to the west from the illumination of exterior building areas. However, the Hermosa Beach component would mostly be in operation during daytime business hours, except for when conferences occur twice a year. Therefore lighting would only affect the nearby residences during the winter evening hours around 5:00 p.m. to 7:00 p.m. and potentially when conference events occur twice a year.

Headlights of vehicles entering and exiting the Hermosa Beach component at night would cast light onto roadways and surrounding properties. However, vehicles would only be allowed to enter and exit the site from SR 1. Therefore, additional light from vehicles would not affect residential properties west of the Hermosa Beach site. Because of the existing ambient lighting levels along SR 1 due to traffic and other commercial buildings, development of the Hermosa Beach component would not substantially alter this condition. In addition, the Hermosa Beach component would be required to adhere to Municipal Code requirements, which limits the intensity and impacts of night lighting. Outdoor lighting must be designed to prevent glare and light trespass as much as possible and must be directed away from adjacent properties and public rights-of-way. The Hermosa Beach Municipal Code requires that the Planning Commission approve the issuance of a Precise Development Plan (PDP) for the proposed structure, which would include approval of the proposed lighting plan (Section 2.36.050).

June 21 - 9:00am

June 21 - 12:00pm

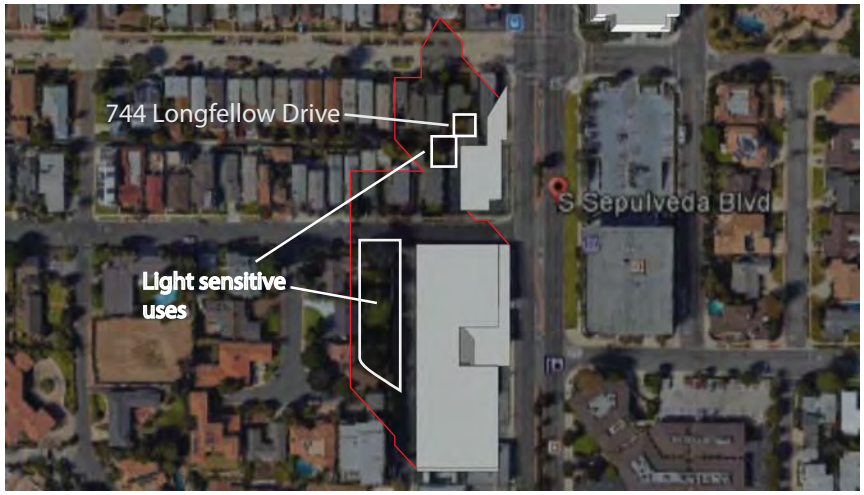
June 21 - 3:00pm

June 21 - 5:00pm

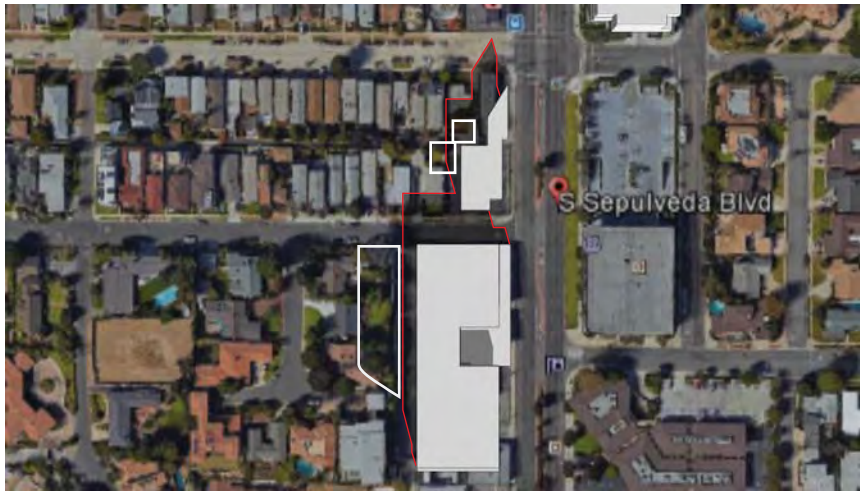
Basemap Source: Google, Inc. 2016

Hermosa Beach Component Summer Shadows

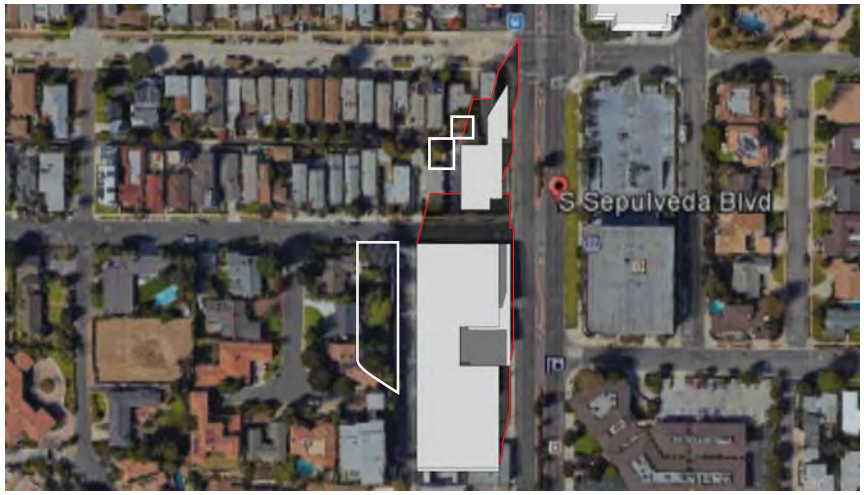
Figure 4.1-9a



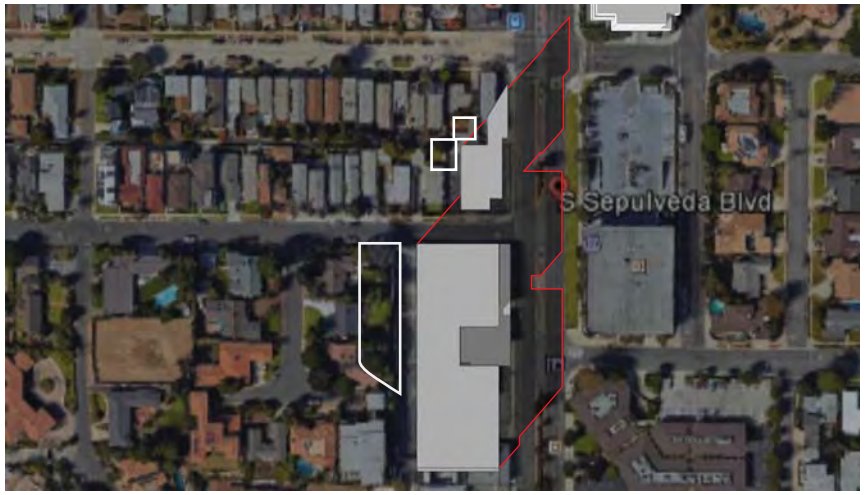
December 21 - 9:00am



December 21 - 11:00am



December 21 - 1:00pm



December 21 - 3:00pm

Basemap Source: Google, Inc. 2016

Hermosa Beach Component Winter Shadows

Figure 4.1-9b

June 21 - 9:00am

June 21 - 12:00pm

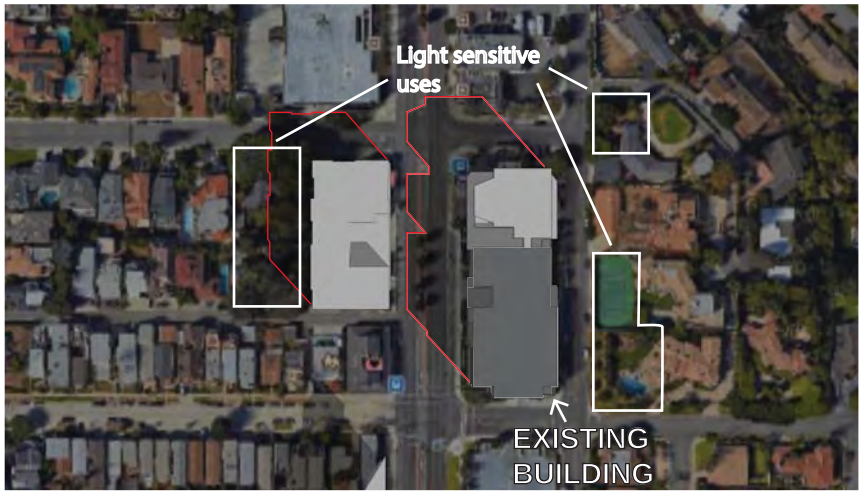
June 21 - 3:00pm

June 21 - 5:00pm

Basemap Source: Google, Inc. 2016

Manhattan Beach Component Summer Shadows

Figure 4.1-10a



December 21 - 9:00am

December 21 - 11:00am

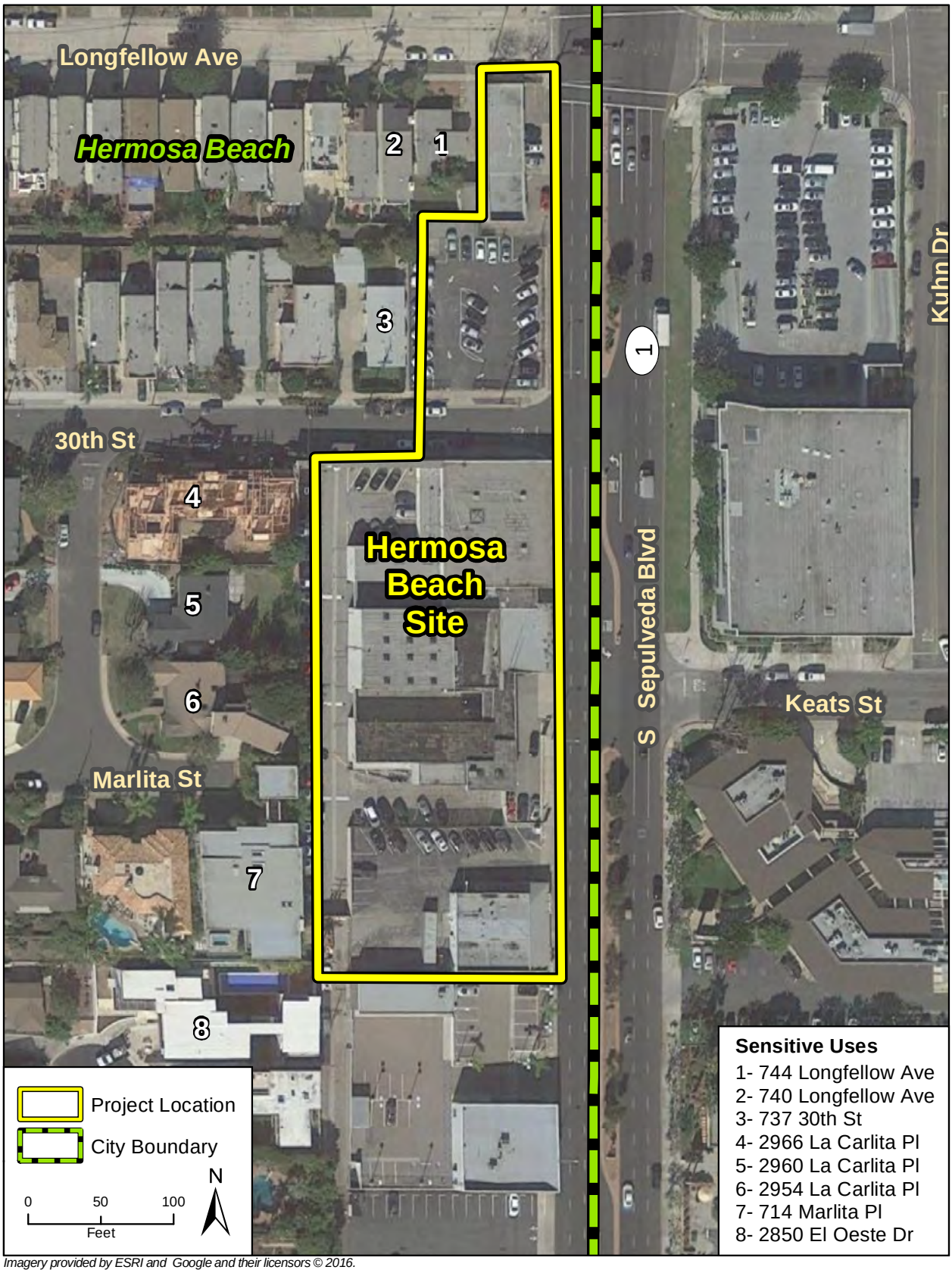
December 21 - 1:00pm

December 21 - 3:00pm

Basemap Source: Google, Inc. 2016

Manhattan Beach Component Winter Shadows

Figure 4.1-10b



Imagery provided by ESRI and Google and their licensors © 2016.

Sensitive Uses Surrounding the Hermosa Beach Component

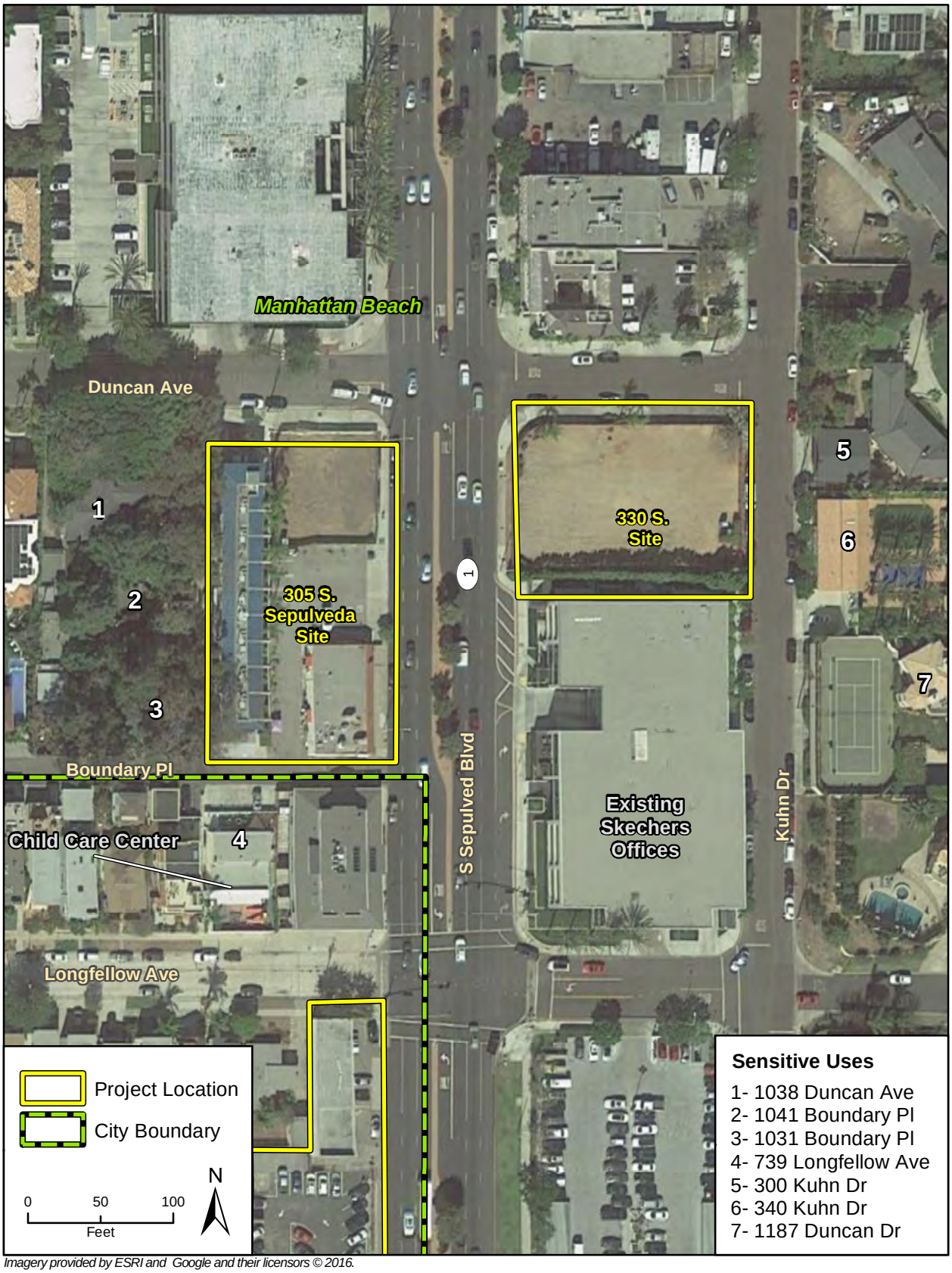
Figure 4.1-11a

Adherence to any requirements made by the Planning Commission would reduce the Hermosa Beach component's light and glare impact to a less than significant level.

305 S. Sepulveda Boulevard Component. The nearest sensitive receptors to the 305 S. Sepulveda Boulevard site are the residences along the western boundary of the 305 S. Sepulveda Boulevard site and a day care facility located west to the 305 S. Sepulveda Boulevard site. See Figure 4.1-11b. The 305 S. Sepulveda Boulevard component is currently developed with a 7,500 square foot office building at 1050 Duncan Avenue and a laundry facility called Debonair Cleaners at 317 S. Sepulveda Boulevard. A dirt lot exists where there was previously an auto shop called Auto Werxstatt Auto Repair at 305 S. Sepulveda Boulevard, and a vacant copy shop at 309 S. Sepulveda Boulevard. Because the current buildings are one to two stories, implementation of the two-story 305 S. Sepulveda Boulevard building would create incrementally greater light and glare. The building would house approximately 150 office workers and provide office space for back office corporate functions. The building would be constructed with an exposed concrete frame with clear and colored spandrel glass. On the second floor, the terrace would have a water feature and fire pit for employee use, facing SR 1. Potential new sources of glare include glazing, glass paneling, and other reflective building materials on the façade of the building. The residences west of the building would be protected from additional glare by an approximate 12-foot bamboo hedge along the western border. Additionally, the 305 S. Sepulveda Boulevard Component's exterior building materials would be similar to the existing 330 Sepulveda Boulevard building which is located along SR 1. Therefore, because the project would screen residential properties and would include materials already present along SR 1, impacts due to an increase in glare would be less than significant.

Potential new sources of lighting include building windows and spillover of light onto SR 1 and towards the neighboring land uses to the west from the illumination of exterior building areas. However, the 305 S. Sepulveda Boulevard component would only be in operation during daytime business hours. Therefore lighting would only affect the nearby residences during the winter evening hours around 5:00 p.m. to 7 p.m. This lighting and any additional security lighting would be screened by the 12-foot bamboo hedge and would not affect neighboring residences.

Headlights of vehicles entering and exiting the 305 S. Sepulveda Boulevard site at night would cast light onto roadways and surrounding properties. Vehicles would be allowed to enter and exit the site from Boundary Place and Duncan Avenue. Most vehicles would enter and exit these roads from SR 1 which is already a heavy use roadway with commercial uses. Therefore additional light from vehicles would not affect the commercial uses along SR 1. Some cars may enter and exit the site from the west along Boundary Place and Duncan Avenue. Additional light from vehicles entering and exiting the site from this direction may increase light for residential properties west of the 305 S. Sepulveda Boulevard site. However, the 305 S. Sepulveda Boulevard component would only be in operation during daytime business hours. Therefore lighting would only affect the nearby residences during the winter evening hours around 5:00 p.m. to 7:00 p.m. Parking at the site would be subterranean. Therefore, nearby residences would not be affected by parking lot lighting.



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Sensitive Uses Surrounding Manhattan Beach Components

Figure 4.1-11b

This project component would also be required to adhere to Municipal Code requirements, which limits the intensity and impacts of night lighting. The Planning Commission must review the plans and impose any requirements designed to minimize light and glare. This requirement will further reduce impacts and would ensure that the project's impact associated with lighting and glare would be less than significant.

330 S. Sepulveda Boulevard Component. The sensitive receptors nearest to the 330 S. Sepulveda Boulevard site are the residences east across Kuhn Drive. See Figure 4.1-11b. The 330 S. Sepulveda Boulevard component was previously a car wash but is now an outdoor employee recreational area. Because the site does not have lighting, any development would create greater light and glare sources to the site and surrounding area. The 330 S. Sepulveda Boulevard component would involve the development of new office spaces, consisting of a new two-story, approximately 30-foot-tall building over a new four-level subterranean parking garage. The building would be an extension of the existing Skechers offices at 330 S. Sepulveda Boulevard and is intended to provide space for retail, real estate, and construction office functions.

There would be a deck on the first and second floors for employee use, which would face Sepulveda Boulevard and the existing Skechers offices to the south. Pedestrian walkways on the 1st and 2nd floor would connect to the existing Skechers building, allowing access between the two buildings. The building expansion design would match the existing Skechers office building. The building would have an exposed concrete frame with clear and colored spandrel glass. Potential new sources of glare include glazing, glass paneling and other reflective building materials on the façade of the building. The 305 S. Sepulveda Boulevard component's exterior building materials and landscaping would be similar to the existing 330 Sepulveda Boulevard building. The residential units to the east of the building, across Kuhn Drive, would be protected from any additional glare due to the landscaping that would be similar to what is currently present along the east boundary of the existing Skechers building at 330 S. Sepulveda Boulevard and would be extended to the 330 Sepulveda Boulevard component. Therefore, potential impacts due to an increase in glare would be less than significant.

Potential new sources of lighting include building windows and spillover of light onto SR 1 and towards the neighboring land uses to the east from the illumination of exterior building areas. However, the 330 S. Sepulveda Boulevard would only be in operation during daytime business hours. Therefore lighting would only affect the nearby residences during the winter evening hours around 5:00 p.m. to 7:00 p.m.

Headlights of vehicles entering and exiting the 330 S. Sepulveda Boulevard site at night would cast light onto roadways and surrounding properties. The entrance to the expanded parking garage would be through the existing vehicular access on SR 1 and Longfellow Drive. No new vehicular access points are proposed. Since this building would be an extension of the existing building, there would be minimal increase in the number of vehicles entering and exiting the site (25 vehicles in the a.m. peak hour and seven in the p.m. peak hour). Therefore, light from vehicles would not considerably increase along Longfellow and would not affect nearby residences.

This project component would also be required to adhere to Municipal Code requirements, which limit the intensity and impacts of night lighting. Adherence to any requirements made by

the Planning Commission would ensure that the project's impact associated with lighting and glare would be less than significant.

Overall Impact. As discussed above, none of the three project components would create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. All three components would comply with applicable lighting standards. For these reasons and because the combined components would not create any additive light or glare impacts at any specific location due to the distance between the three development sites, the three components combined would not have a significant impact.

Mitigation Measures. Mitigation would not be required.

c. Cumulative Impacts. The proposed project would modify the visual character of the site. This area is currently fully developed and considered an urban area that is built out.

Several of the projects listed in Table 3-1, *Cumulative Projects*, are within one mile of the Design Center, Executive Offices, 305 and 330 S. Sepulveda Boulevard sites; would be visible in the area; and contribute to a cumulative aesthetic impact. The Strand and Pier Hotel would occur in Hermosa Beach, approximately one mile from the Design Center and Executive Office along the beach strand. In Manhattan Beach, the Manhattan Beach Civic Center would occur approximately one mile north of the Manhattan Beach components in the downtown area. The Manhattan Beach Village Mall expansion would occur along SR 1 approximately two miles north of the Manhattan Beach components. Because these projects are a considerable distance from the **D**esign Center, Executive Offices, and the 305 and 330 S. Sepulveda Boulevard sites and would not modify the visual character of the area surrounding them, they would not cumulatively impact the aesthetics of the area. In addition, the project would not contribute to visual impacts to areas beyond the immediate segment of the SR-1 corridor and its surroundings.

In addition, similar to the proposed project, all new projects in Hermosa Beach and Manhattan Beach are reviewed for consistency with adopted land use plans and policies by the City. As such, all development in the city would be consistent with applicable General Plan policies, Zoning Ordinance requirements, and other development standards or be subject to an allowable exception. The related projects would be subject to CEQA compliance and potential mitigation requirements. Cumulative aesthetic impacts would be less than significant.

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4.2 AIR QUALITY

This section analyzes the proposed project's temporary and long-term impacts to local and regional air quality.

4.2.1 Setting

a. Climate and Meteorology. Hermosa and Manhattan Beach are located in the western portion of Los Angeles County. Average daytime high temperatures range from 77 degrees Fahrenheit in July and August to 65 degrees in March. Average overnight low temperatures vary from 48 degrees in February to 65 degrees in August. Annual precipitation in Hermosa and Manhattan Beach average around 14 inches. Rainfall occurs almost exclusively from November to March (www.intellicast.com 2015).

Hermosa and Manhattan Beach are subject to the Santa Ana winds, which are strong northerly or northeasterly winds that originate from the desert of the Great Basin and predominantly occur from September through March. Usually warm, dry, and full of dust, these winds are particularly strong in passes and at the mouths of canyons. Sustained winds of 60 miles per hour with higher gusts are common for these conditions. On average, Santa Ana wind conditions occur five to ten times per year, with each event lasting up to a few days.

b. Air Pollution Regulation.

Federal Regulations/Standards. Pursuant to the federal Clean Air Act (CAA) of 1970, the U.S. Environmental Protection Agency (USEPA) established the National Ambient Air Quality Standards (NAAQS). The NAAQS were established for six major pollutants termed "criteria" pollutants, which are those pollutants for which the state and federal governments have established AAQS for outdoor concentrations in order to protect public health. The current AAQS and the California standards (which are generally more stringent than federal standards) are shown in Table 4.2–1.

The USEPA uses data collected at permanent monitoring stations to classify regions as "attainment" or "nonattainment," depending on if the region meets the requirements stated in the primary NAAQS. Additional restrictions are imposed on nonattainment areas, as required by the USEPA.

Descriptions of the criteria pollutants follow.

Ozone. O_3 (smog) is formed by photochemical reactions between oxides of nitrogen and reactive organic gases rather than being directly emitted. Ozone is a pungent, colorless gas typical of Southern California smog. Elevated ozone concentrations result in reduced lung function, particularly during vigorous physical activity. This health problem is particularly acute in sensitive receptors such as the sick, the elderly, and young children. Ozone levels peak during summer and early fall. The entire South Coast Air Basin is designated as a nonattainment area for the state one-hour and eight-hour ozone standards. The USEPA has officially designated the status for the Basin regarding the eight-hour ozone standard as "Extreme." The Basin has until 2024 to attain the federal eight-hour O_3 standard.

Table 4.2–1
Current Federal and State Ambient Air Quality Standards

Pollutant	Federal Standards	California Standards
Ozone	0.070 ppm (8-hr avg)	0.09 ppm (1-hr avg) 0.07 ppm (8-hr avg)
Carbon Monoxide	9.0 ppm (8-hr avg) 35.0 ppm (1-hr avg)	9.0 ppm (8-hr avg) 20.0 ppm (1-hr avg)
Nitrogen Dioxide	0.053 ppm (annual avg)	0.18 ppm (1-hr avg) 0.030 ppm (annual avg)
Sulfur Dioxide	0.14 ppm (24-hr avg) 0.075 ppm (1-hr avg)	0.04 ppm (24-hr avg) 0.25 ppm (1-hr avg)
Lead	0.15 $\mu g/m^3$ (3-month avg)	1.5 $\mu g/m^3$ (30-day avg)
Particulate Matter (PM_{10})	150 $\mu g/m^3$ (24-hr avg)	20 $\mu g/m^3$ (annual avg) 50 $\mu g/m^3$ (24-hr avg)
Particulate Matter ($PM_{2.5}$)	12 $\mu g/m^3$ (annual avg) 35 $\mu g/m^3$ (24-hr avg)	12 $\mu g/m^3$ (annual avg)

ppm= parts per million
$\mu g/m^3$ = micrograms per cubic meter
Source: California Air Resources Board (CARB), 2015

Carbon Monoxide. CO is formed by the incomplete combustion of fossil fuels, generated almost entirely from automobiles. It is a colorless, odorless gas that can cause dizziness, fatigue, and impairment to central nervous system functions. The entire Basin is in attainment for the state standards for CO. The Basin is designated as an "Attainment/Maintenance" area under the federal CO standards.

Nitrogen Oxides. Nitrogen dioxide (NO_2), a reddish-brown gas, and nitric oxide (NO), a colorless odorless gas, is formed from fuel combustion under high temperature or pressure. These compounds are referred to as nitrogen oxides, or NO_X, which is a primary component of the photochemical smog reaction. It also contributes to other pollution problems, including a high concentration of fine particulate matter, poor visibility, and acid deposition (i.e., acid rain). NO_2 decreases lung function and may reduce resistance to infection. The entire Basin is designated as nonattainment for the state NO_2 standard and as an "Attainment/Maintenance" area under the federal NO_2 standard.

Sulfur Dioxide. Sulfur dioxide (SO_2) is a colorless, irritating gas formed primarily from incomplete combustion of fuels containing sulfur. Industrial facilities also contribute to gaseous SO_2 levels. SO_2 irritates the respiratory tract, can injure lung tissue when combined with fine particulate matter, and reduces visibility and the level of sunlight. The entire Basin is in attainment for both federal and state SO_2 standards.

Lead. Lead is found in old paints and coatings, plumbing, and a variety of other materials. Once in the blood stream, lead can cause damage to the brain, nervous system, and other body systems. Children are highly susceptible to the effects of lead. The Los Angeles County portion of the Basin was re-designated as nonattainment for the state and federal standards for lead in 2010.

Particulate Matter. Particulate matter is the term used for a mixture of solid particles and liquid droplets found in the air. Coarse particles (particulate matter less than 10 microns in diameter [PM_{10}]), derive from a variety of sources, including windblown dust and grinding operations. Fuel combustion and exhaust resulting from power plants and diesel buses and trucks are primarily responsible for fine particle ($PM_{2.5}$) levels. Fine particles can also be formed in the atmosphere through chemical reactions. PM_{10} can accumulate in the respiratory system and aggravate health problems such as asthma. The USEPA's scientific review concluded that $PM_{2.5}$, which penetrates deeply into the lungs, is more likely than PM_{10} to contribute to the health effects listed in a number of recently published community epidemiological studies at concentrations that extend well below those allowed by the current PM_{10} standards. These health effects include premature death, increased hospital admissions and emergency room visits (primarily for the elderly and individuals with cardiopulmonary disease), increased respiratory symptoms and disease (particularly in children and individuals with cardiopulmonary disease such as asthma), decreased lung functions (particularly in children and individuals with asthma), and alterations in lung tissue and structure and in respiratory tract defense mechanisms. The Basin is a nonattainment area for the state PM_{10} and $PM_{2.5}$ standards and a nonattainment area for the federal $PM_{2.5}$ standards. The Basin was redesignated as attainment/maintenance for the 24-hour federal PM_{10} standard in 2013.

Reactive Organic Compounds. Reactive organic compounds (ROC or ROG) and volatile organic compounds (VOCs) are formed from combustion of fuels and evaporation of organic solvents. ROCs are not defined criteria pollutants, but are a prime component of the photochemical smog reaction. Consequently, ROCs accumulate in the atmosphere more quickly during the winter when sunlight is limited and photochemical reactions are slower.

Visibility-Reducing Particles. Visibility-reducing particles consist of suspended particulate matter. These particles vary in shape, size, and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt. The statewide standard is intended to limit the frequency and severity of visibility impairment due to regional haze. The entire Basin is unclassified for the state standard for visibility-reducing particles.

State Regulations/Standards. The California Air Resources Board (CARB) coordinates and oversees both state and federal air pollution control programs in California. It also oversees activities of local air quality management agencies and maintains air quality monitoring stations throughout the state in conjunction with the USEPA and local air districts.

The CARB identified particulate emissions from diesel-fueled engines (diesel particulate matter [DPM]) as toxic air contaminants (TAC) in August 1998. Following the identification process, CARB was required by law to determine whether there is a need for further control. In September 2000, CARB adopted the Diesel Risk Reduction Plan (Diesel RRP), which recommends many control measures to reduce the risks associated with DPM and to achieve the goal of 85 percent DPM reduction by 2020.

California Green Building Code. California Green Buildings Standards Code (Cal Green Code) (California Code of Regulations [CCR], Title 24, Part 11) was adopted by the California Building Standards Commission in 2013 and became effective in January 2014. The Code applies to all newly constructed residential, nonresidential, commercial, mixed-use, and state-

owned facilities, as well as schools and hospitals. Cal Green Code consists of Mandatory Residential and Nonresidential Measures and stringent Voluntary Measures (TIERs I and II).

Mandatory Measures are required to be implemented on all new construction projects and consist of a wide array of green measures for project design, water use reduction, improvement of indoor air quality, and conservation of materials and resources. The Cal Green Building Code refers to Title 24, Part 6 compliance with respect to energy efficiency, but it encourages 15 percent energy use reduction over that required in the regulation. Voluntary Measures are optional, more stringent actions that may be used by jurisdictions to enhance their commitment to green, sustainable design and the achievement of Assembly Bill (AB) 32 goals. Under TIERs I and II, all new construction projects are required to reduce energy consumption by 15 percent and 30 percent, respectively, below the baseline required under the California Energy Commission (CEC). These new construction projects are also required to implement more stringent green measures than those required by mandatory code.

Local Regulations and Policies. The South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) are responsible for formulating and implementing the Air Quality Management Plan (AQMP) for the Basin. Every three years, the SCAQMD prepares a new AQMP, updating the previous plan and extending to a 20-year horizon. The SCAQMD adopted the Final 2012 AQMP on December 7, 2012 and forwarded it to the CARB for review in February 2013. The 2012 AQMP includes the new and changing federal requirements, implementation of new technology measures, and the continued development of economically sound, flexible compliance approaches.

Currently, the SCAQMD is in the process of developing the 2016 AQMP, which will be a comprehensive and integrated plan primarily focused on addressing the ozone standards. The plan will be a regional and multi-agency effort that will include SCAQMD, CARB, SCAG, and USEPA. State and federal planning requirements include developing control strategies, attainment demonstrations, reasonable further progress goals, and maintenance plans. The 2016 AQMP will incorporate the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories.

c. Current Air Quality. The local air quality management agency, the SCAQMD, is required to monitor air pollutant levels to assure that the ambient air quality standards are met and, in the event they are not, to develop strategies to meet these standards. The Basin in which the three development sites are located is a non-attainment area for the federal standards for ozone, $PM_{2.5}$, and lead and the state standards for ozone PM_{10}, $PM_{2.5}$, NO_2, and lead.

The Basin monitoring station located nearest to all three development sites is the Los Angeles-Westchester Parkway (LAX) station located approximately eight miles north of the sites. The Los Angeles-Westchester Parkway (LAX) station is the closest site for both the Hermosa Beach and Manhattan Beach sites. Criteria Pollutant data is gathered from this station, however $PM_{2.5}$ data is not available. Therefore, data from the North Long Beach station, approximately 14 miles southeast of the three development sites, was used. Table 4.2-2 indicates the number of days each of the standards has been exceeded at these stations.

Table 4.2-2
Ambient Air Quality Data

Pollutant	2012	2013	2014	2015
[a]Ozone, ppm - Worst Hour	0.106	0.105	0.114	0.96
Number of days of state exceedances (>0.09 ppm)	1	1	1	1
[a]Ozone, ppm – Worst 8 Hours	0.075	0.081	0.080	0.077
Number of days of state exceedances (>0.070 ppm)	1	1	6	3
Number of days of federal exceedances (>0.070 ppm)	0	1	3	1
[a]Carbon Monoxide, ppm - Worst 8 Hours	1.51	n/a	n/a	n/a
Number of days of state/federal exceedances (>9.0 ppm)	0	n/a	n/a	n/a
[a]Nitrogen Dioxide, ppm - Worst Hour	0.0772	0.0778	0.0873	0.0870
Number of days of state exceedances (>0.18 ppm)	0	0	0	0
Number of days of federal exceedances (>0.100 ppm)	0	0	0	0
[a]Particulate Matter <10 microns, $\mu g/m^3$ Worst 24 Hours	31.0	38.0	46.0	42.0
Number of samples of state exceedances (>50 $\mu g/m^3$)	0	0	0	0
Number of samples of federal exceedances (>150 $\mu g/m^3$)	0	0	0	0
[b]Particulate Matter <2.5 microns, $\mu g/m^3$ Worst 24 Hours	49.8	27.2	51.5	54.6
Number of samples of Federal exceedances (>35 $\mu g/m^3$)	4	2	2	3

[a] *Los Angeles-Westchester Parkway*
[b] *North Long Beach Monitoring Station*
n/a = not available, insufficient data available to determine the value
Source: CARB Air Quality Data Statistics. Top four Summary. Accessed June 2015. Retrieved from:
http://www.arb.ca.gov/adam/topfour/topfour1.php

As shown in Table 4.2-2, ozone and $PM_{2.5}$ concentrations exceeded State and federal standards several times between 2012 and 2015. Pollutant concentrations were moderate in 2015 except for $PM_{2.5}$ concentrations, which were higher in 2015 compared to the other years. No exceedances of either the state or federal standards for PM_{10}, NO_2, or CO occurred.

d. Sensitive Receptors in the Project Area. Certain population groups are more sensitive to air pollution than others. Sensitive receptors include children, the elderly, and acutely ill and chronically ill persons, especially those with cardio-respiratory diseases. Sensitive land uses would include those locations where such individuals are concentrated, such as hospitals, schools, residences, and parks with active recreational uses.

Hermosa Beach Site. Sensitive receptors located in the vicinity of the three development sites include residential uses and a day care facility, the nearest of which are adjacent to the site on the western edge (within 25 feet) and a school, Mira Costa High School, which is located approximately 0.25 mile east of the site at 1401 Artesia Boulevard in Manhattan Beach. See Figure 2-2 in Section 2, *Project Description*.

Manhattan Beach Sites. The sensitive receptors nearest to the 305 S. Sepulveda Boulevard site include adjacent residences west of the site, with frontage on Boundary Place and Duncan Avenue. The sensitive receptors nearest the 330 S. Sepulveda Boulevard site include adjacent residences east of the site with frontage on Kuhn Drive. See Figure 2-2.

e. Air Quality Management. Under State law, the SCAQMD is required to prepare an overall plan for air quality improvement for pollutants for which the district is in non-attainment. Every few years, SCAQMD prepares an overall plan for the air quality improvement. Each iteration of the plan is an update of the previous plan and has a 20-year horizon. As discussed above, a draft of the 2016 AQMP was released to the public in June 2016. However, the plan has yet to be adopted.

4.2.2 Impact Analysis

a. Methodology and Significance Thresholds. Pursuant to Appendix G of the *CEQA Guidelines*, air quality impacts related to the proposed project would be considered significant if the project would:

1. *Conflict with or obstruct implementation of the applicable air quality plan;*
2. *Violate any air quality standard or contribute substantially to an existing or projected air quality violation;*
3. *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);*
4. *Expose sensitive receptors to substantial pollutant concentrations; or*
5. *Create objectionable odors affecting a substantial number of people.*

The Initial Study (Appendix A) concluded that the proposed project could have significant impacts related to criteria 1, 2, 3, and 4. The proposed project would not have the potential for significant impacts with respect to criterion 5. Consequently, odor impacts are not further discussed herein.

Construction activities facilitated by the proposed project would generate diesel emissions and dust. Construction equipment that would generate criteria air pollutants includes excavators, graders, dump trucks, and tractors. Some of this equipment would be used during grading activities as well as when structures are constructed. It is assumed that all construction equipment used would be diesel-powered. The construction emissions associated with development of the proposed project were calculated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2 computer program by estimating the types and number of pieces of equipment that would be used onsite during each of the construction phases. Construction emissions are analyzed using the regional thresholds established by the SCAQMD and published in the *CEQA Air Quality Handbook*.

Operational emissions associated with development were also estimated using CalEEMod. Operational emissions include mobile source emissions, energy emissions, and area source emissions. Mobile source emissions are generated by the increase in motor vehicle trips to and from the three development sites associated with operation of onsite development. Emissions attributed to energy use include electricity and natural gas consumption for space and water

heating. Area source emissions are generated by landscape maintenance equipment, consumer products and architectural coating. To determine whether a significant regional air quality impact would occur, the increase in emissions was compared to the SCAQMD's recommended regional thresholds for operational emissions.

The SCAQMD has developed specific quantitative thresholds that apply to projects in the South Coast Air Basin. The SCAQMD has established significance thresholds for both construction activities and project operations. These thresholds address the five criteria pollutants identified in 4.2.1(e) in addition to VOCs and lead. SCAQMD thresholds are shown in Table 4.2-3.

Table 4.2-3
SCAQMD Air Quality Significance Thresholds

Pollutant	Mass Daily Thresholds	
	Operation Thresholds	Construction Thresholds
NO_X	55 lbs/day	100 lbs/day
VOC	55 lbs/day	75 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_X	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

Source: SCAQMD, http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2 August 2016.

In addition to the regional air quality thresholds shown in Table 4.2-3, the SCAQMD has also developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the *CEQA Air Quality Handbook*. LSTs were devised to address human exposure to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that would not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size, distance to the sensitive receptor, etc. However, LSTs only apply to emissions produced on the development site, such as idling emissions during both project construction and operation. LSTs have been developed for NO_X, CO, PM_{10} and $PM_{2.5}$. LSTs do not apply to mobile sources offsite such as cars on a roadway (Final Localized Significance Threshold Methodology, SCAQMD, June 2003).

LSTs have been developed for emissions in areas up to five acres in size, with air pollutant modeling recommended for activity in larger areas. The SCAQMD provides lookup tables for sites that measure one, two or five acres. However, when projects aren't exactly one, two, or five acres this approach is more conservative, often overly so, and can lead to inappropriately identifying significant localized impacts, and unnecessary mitigation. Therefore, a SCAQMD-approved methodology for determining localized thresholds for specific site sizes was used, based on regression analysis. This methodology is found in Appendix K to SCAQMD's *Sample Construction Scenarios for Projects Less than 5 Acres in Size*. The project is located in Source

Receptor Area 3 (SRA-3), which is designated by the SCAQMD, as Southwest Coastal LA County. According to the SCAQMD's publication, *Final Localized Significant (LST) Thresholds Methodology* (2008), the use of LSTs is voluntary, to be implemented at the discretion of local agencies. LST's are provided for receptors at a distance of 82 to 1,640 feet from the project boundary. Sensitive receptors are located as close as 20 feet away from the three development sites. See Figure 4.1-11a-b. According to the LST methodology document, projects with boundaries located closer than 82 feet to the nearest receptor should use the LSTs for receptors located at 82 feet. The LST construction emission thresholds are shown in Table 4.2-4.

Table 4.2-4
SCAQMD LSTs for Construction
Hermosa and Manhattan Beach Sites

Pollutant	Allowable Emissions in SRA-3 for a Receptor 82 Feet Away	
	Construction Thresholds (lbs/day) Hermosa Beach Site (1.8 Acres)	Construction Thresholds (lbs/day) Manhattan Beach Site (1.9 Acres)
Gradual conversion of NO_X to NO_2	123	127
CO	906	937
PM_{10}	7	8
$PM_{2.5}$	5	5

Source: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2, 2009.

SCAQMD has also established significance thresholds for toxic air contaminants (TACs), including carcinogens and non-carcinogens. The proposed project involves office uses and would not contain any uses (such as industrial uses) that would emit TACs. Construction activity would generate emissions of diesel particulates, but the magnitude of construction associated with the project would not be great enough to generate diesel particulate emissions that would create health risks exceeding applicable health risk thresholds.

b. Project Impacts and Mitigation Measures.

IMPACT 4.2-1 ***Would the proposed project conflict with or obstruct implementation of the applicable air quality plan?***

The three project components would add a combined 655 employees to the Hermosa Beach/Manhattan Beach work force. This number of new employees is within SCAG employment growth forecasts. Therefore, the project would not conflict with the AQMP. Impacts related to AQMP consistency would ***be less than significant.***

The proposed project (all three components) would employ a total of about 655 people, including approximately 430 people for the Hermosa Beach component, 150 people for 305 S. Sepulveda Boulevard component, and 75 people for the 330 S. Sepulveda Boulevard component (see Table 4.2-5).

Table 4.2-5
Proposed Project Employment

Project Component	Number of New Employees
Hermosa Beach	430
305 S. Sepulveda Boulevard	150
330 S. Sepulveda Boulevard	75
Total	**655**

Hermosa Beach Component. SCAG forecasts that Hermosa Beach will add 700 jobs (from 7,400 to 8,100 employees) between 2012 and 2020 (SCAG 2016) (see Section 4.11, *Population and Housing*). The Hermosa Beach component would bring 430 new employees to the city, which is within the 700-employee increase forecast.

Manhattan Beach Components. SCAG forecasts that Manhattan Beach will add 1,300 jobs (from 18,000 to 19,300 employees) from 2012 to 2020 (SCAG 2016) (see Section 4.11, *Population and Housing*). The Manhattan Beach components would bring 225 new employees to the city, which is within the 1,300-employee increase forecast.

Overall Impact. Based on the above, the employment increases associated with the proposed project are within SCAG forecasts for Hermosa Beach and Manhattan Beach. Because AQMP emission forecasts are based on SCAG population and employment forecasts, the growth that would result from the proposed project would not conflict with the AQMP or otherwise hinder attainment of air quality standards. In addition, as discussed under Impact 4.2-3, the project would not generate short-term or long-term air pollutant emissions exceeding SCAQMD significance thresholds. Therefore, impacts related to AQMP consistency would be less than significant.

Mitigation Measures. The proposed project would not conflict with SCAG population or employment forecasts and, therefore, would not conflict with the AQMP. Consequently, mitigation is not required.

IMPACT 4.2-2 ***Would construction of the proposed project violate any air quality standard; or result in a cumulatively considerable net increase of any criteria pollutant; or expose sensitive receptors to substantial pollutant concentrations?***

Project construction would generate temporary increases in localized air pollutant emissions. For the Hermosa Beach and Manhattan Beach components combined, emissions would not exceed SCAQMD thresholds except for 2017 combined maximum daily emissions of NO_x. Therefore, impacts would be ***less than significant with mitigation incorporated.***

Project construction would generally consist of demolition, grading, building construction, paving, and architectural coating. Project construction would generate temporary air pollutant emissions. These impacts are associated with CO and NO_X from diesel equipment, fugitive dust

(PM_{10} and $PM_{2.5}$) and exhaust emissions from construction equipment, and VOC that would be released during the drying phase upon application of architectural coatings (i.e., paint). Construction-related emissions would also come from motor vehicles transporting construction workers to and from the construction sites and heavy trucks to export earth materials offsite.

Construction-related emissions were calculated using CalEEMod (see Appendix B for assumptions and calculations). For the purposes of modeling, it was assumed that the project would comply with SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required by enforcement authority SCAQMD, to be implemented at all construction sites located within the South Coast Air Basin. Therefore, the following conditions, which would be required to reduce fugitive dust in compliance with SCAQMD Rule 403, were included in CalEEMod for the grading phase of construction.

1. **Minimization of Disturbance.** Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.

2. **Soil Treatment.** Construction contractors should treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least twice daily, preferably in the late morning and after work is done for the day.

3. **Soil Stabilization.** Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.

4. **No Grading During High Winds.** Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).

5. **Street Sweeping.** Construction contractors should sweep all onsite driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

It was also assumed that the project would comply with SCAQMD Rule 1113 regarding the use of low-volatile organic compound (VOC) architectural coatings.[1]

[1] SCAQMD rules are enforced by SCAQMD and citizens can report non-compliance. Jurisdictions can also reinstate compliance in their conditions of approval.

Tables 4.2-6 and 4.2-7 summarize the estimated maximum daily emissions of pollutants for the Hermosa Beach and Manhattan Beach components (the two Manhattan Beach components were combined). The tables also show the maximum daily onsite emissions (as mentioned previously. LSTs only apply to onsite emissions and not to mobile emissions or offsite emissions).

Hermosa Beach Component. As shown in Table 4.2-6, construction emissions would not exceed SCAQMD thresholds in VOC, NO_x and CO, PM_{10}, $PM_{2.5}$, and SO_x or exceed any of the LST values related to NO_X, CO, $PM_{10,}$ or $PM_{2.5}$. Therefore, this component's impact would be less than significant and construction would not expose adjacent sensitive receptors to substantial pollutant concentrations. Mitigation beyond compliance with standard SCAQMD rules would not be required for the Hermosa Beach component.

Manhattan Beach Components. Because the 305 S. Sepulveda Boulevard component and the 330 S. Sepulveda Boulevard component have similar construction schedules, both were analyzed together to estimate maximum daily emissions. As shown in Table 4.2-7, construction emissions would not exceed SCAQMD thresholds for VOCs, NO_x, CO, PM_{10}, $PM_{2.5}$, and SO_x nor would they exceed any of the LSTs related to NO_X, CO, PM_{10}, or $PM_{2.5.}$ Therefore, these components' impact would have less than significant impacts and construction would not expose adjacent sensitive receptors (i.e., residences and the preschool) to substantial pollutant concentrations. Mitigation beyond compliance with standard SCAQMD rules would not be required for the Manhattan Beach components.

Overall Impact. Maximum daily air pollutant emissions were combined when construction schedules would overlap for the project components. Table 4.2-8 shows the combined emissions for the worst case month for each year, taking into consideration overlapping phases based on the preliminary construction schedule. Total emissions would be less than SCAQMD thresholds for all pollutants, except for NO_X. Based on the preliminary construction schedule, overlapping demolition, grading, and construction activities associated with the Hermosa Beach and Manhattan Beach components would generate NO_X emissions that exceed the 100 lbs/day threshold during one month in 2017. Therefore, the combined impacts would be potentially significant and mitigation is required.

Table 4.2-6
Hermosa Beach Component
Estimated Construction Maximum Daily Air Pollutant Emissions

	Maximum Emissions (lbs/day)[1]					
	VOC	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**	**SO_X**
2017 Maximum Daily Construction Emissions	7.4	86.9	69.0	12.2	6.1	0.2
2018 Maximum Daily Construction Emissions	23.7	77.1	74.3	13.4	6.2	0.2
2019 Maximum Daily Construction Emissions	23.8	54.4	69.6	7.4	3.9	0.1
SCAQMD Regional Thresholds	*75*	*100*	*550*	*150*	*55*	*150*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum Daily Onsite Construction Emissions[2]	21.8	53.2	41.8	6.6	4.2	<1
Local Significant Threshold [3] (onsite only)	*n/a*	*123*	*906*	*7*	*5*	*n/a*
Threshold Exceeded?	**n/a**	**No**	**No**	**No**	**No**	**n/a**

Source: Table 2.1, Overall Construction, Mitigated, CalEEMod winter calculations, see Appendix B
n/a = not applicable

[1] Totals include emissions associated with site grading, offsite earth export, and worker trips. Construction emissions assumed to comply with SCAQMD Rule 403 and Rule 1113.

[2] Maximum daily onsite construction emissions shown here account for overlapping phases on the Hermosa Beach site.

[3] LSTs are for a 1.8-acre project in SRA-3 with the nearest sensitive receptor a distance of 82 feet from the site boundary.

Table 4.2-7
Manhattan Beach Components
Estimated Construction Maximum Daily Air Pollutant Emissions

	Maximum Emissions (lbs/day)[1]					
	VOC	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**	**SO_X**
2017 Maximum Daily Construction Emissions	6.4	61.3	47.7	6.8	4.2	0.1
2018 Maximum Daily Construction Emissions	8.9	32.5	33.4	3.2	2.1	0.1
2019 Maximum Daily Construction Emissions	4.7	1.9	2.6	0.3	0.2	>0.1
SCAQMD Regional Thresholds	*75*	*100*	*550*	*150*	*55*	*150*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum Daily Onsite Construction Emissions[2]	8.28	40.73	33.11	3.2	4.2	0.06
Local Significant Threshold [3] (onsite only)	*n/a*	*127*	*937*	*8*	*5*	*n/a*
Threshold Exceeded?	**n/a**	**No**	**No**	**No**	**No**	**n/a**

Source: Table 2.1, Overall Construction, Mitigated, CalEEMod winter calculations, see Appendix B
n/a = not applicable

[1] Totals include emissions associated with site grading, offsite earth export, and worker trips. Construction emissions assumed to comply with SCAQMD Rule 403 and Rule 1113.

[2] Maximum daily onsite construction emissions shown here account for overlapping phases on the Hermosa Beach site.

[3] LSTs are for a 1.9 acre property in SRA-3 with the nearest sensitive receptor a distance of 82 feet from the site boundary.

Table 4.2-8
Combined Hermosa Beach and Manhattan Beach Components
Estimated Construction Maximum Daily Air Pollutant Emissions

	Maximum Emissions (lbs/day)[1]					
	VOC	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**	**SO_X**
2017 Combined Maximum Daily Emissions	13.8	148.2	116.7	19	10.3	0.3
2018 Combined Maximum Daily Emissions	35.6	109.6	107.7	16.6	8.3	0.3
2019 Combined Maximum Daily Emissions	28.5	56.3	72.2	7.7	4.1	0.1
SCAQMD Regional Thresholds	*75*	*100*	*550*	*150*	*55*	*150*
Threshold Exceeded?	**No**	**Yes**	**No**	**No**	**No**	**No**

Source: Table 2.1, Overall Construction, Mitigated, CalEEMod winter calculations, see Appendix B
n/a = not applicable

[1] Totals include emissions associated with site grading, offsite earth export, and worker trips. Construction emissions assumed to comply with SCAQMD Rule 403 regarding fugitive dist. Architectural coating phase assumed to last 70 days and comply with SCAQMD Rule 1113.

Mitigation Measure. The following mitigation is proposed to reduce NO_X emissions from combined construction of the project components to below SCAQMD thresholds. Although Mitigation Measure AQ-1 would reduce construction emissions to below the SCAQMD threshold, this measure would extend the construction timeframe for the Hermosa Beach components by one month. This change in the construction schedule would not cause any significant impacts to other environmental checklist areas, such as noise, greenhouse gas emissions, or traffic. Adjusting the construction schedule is the most practical mitigation available to reduce impacts to less than significant levels.

MM 4.2-1 **Construction Scheduling.** Schedule construction activities so that grading of the Hermosa Beach site does not overlap with demolition or grading activities associated with either Manhattan Beach component. In addition, demolition activities shall not overlap on the Design Center site and the Executive Office site of the Hermosa Beach component.

Significance after Mitigation. As shown in Table 4.2-9, implementation of Mitigation Measure AQ-1 would reduce maximum daily emissions of NO_X to below SCAQMD regional thresholds.

Table 4.2-9
Combined Hermosa Beach and Manhattan Beach Components
Estimated Construction Maximum Daily Air Pollutant Emissions with Mitigation

	Maximum Emissions (lbs/day)[1]					
	VOC	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**	**SO_X**
2017 Combined Maximum Daily Emissions	9.4	85.2	71.4	9.7	9.4	0.3
2018 Combined Maximum Daily Emissions	29.6	97	98.2	15.5	7.6	0.3
2019 Combined Maximum Daily Emissions	28.7	56.2	71.9	7.5	4.2	0.1
SCAQMD Regional Thresholds	*75*	*100*	*550*	*150*	*55*	*150*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Table 2.1, Overall Construction, Mitigated, CalEEMod winter calculations, see Appendix B
n/a = not applicable

[1] *Totals include emissions associated with site grading, offsite earth export, and worker trips. Construction emissions assumed to comply with SCAQMD Rule 403 regarding fugitive dist. Architectural coating phase assumed to last 70 days and comply with SCAQMD Rule 1113.*

IMPACT 4.2-3 ***Would the operation of the proposed project violate any air quality standard or contribute substantially to an existing or projected air quality violation, result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors), or expose sensitive receptors (such as nearby residences and the preschool) to substantial pollutant concentrations?***

Operation of the proposed project would generate air pollutant emissions, but overall emissions associated with the three project components would not exceed SCAQMD operational significance thresholds. Therefore, long-term regional air quality impacts would be ***less than significant.***

Long-term emissions associated with project operation would include emissions from vehicle trips (mobile emissions); natural gas and electricity usage (energy emissions); and landscape maintenance equipment, consumer products, and architectural coating associated with the onsite development (area emissions). Vehicle trips associated with project operation are based on the trip generation estimates in the project traffic study. Trip length was based on the complete set of zip codes of where current Manhattan Beach Skechers employees live and the various commute distances for each employee. Based on the proportion of employees that commute from various locations, the average vehicle miles traveled (VMT) of a Skechers employee was calculated from January 2017 data. This employee zip code information is comparable to the traffic study's trip distribution model. The distribution patterns also correspond to the SCAG regional trip distribution model, as noted in the LA County Congestion Management Program for this sub-region. see Section 4.12, *Transportation and Circulation).* Energy and area emissions are based on emissions factors contained in CalEEMod.

Tables 4.2-10 and 4.2-11 summarize operational emissions resulting from the Hermosa Beach and Manhattan Beach components, while Table 4.2-12 shows total emissions from the three components combined. Emissions associated with the Hermosa Beach component, the Manhattan Beach components, and all three components combined would be less than SCAQMD thresholds for all criteria pollutants. Therefore, sensitive receptors such as nearby residences and the preschool would not be exposed to air quality exceeding local standards and regional air quality impacts associated with project operation would not be significant.

Mitigation Measures. Operational emissions associated with the proposed project would not exceed SCAQMD thresholds. Therefore, mitigation is not required.

Table 4.2-10
Operational Emissions
Hermosa Beach Component

	Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**	**SO_X**
Area	7.7	<0.01	0.1	<0.01	<0.01	<0.01
Energy	0.040	0.4	0.3	0.03	0.03	<0.01
Mobile	4.7	11.6	47.4	9.1	2.6	0.1
Total Emissions	**12.4**	**12.0**	**47.8**	**9.1**	**2.6**	**0.1**
SCAQMD Thresholds	*55*	*55*	*550*	*150*	*55*	*150*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Numbers may not add up due to rounding.
Source: Table 2.2, "Overall Operational", CalEEMod winter calculations, see Appendix B

Table 4.2-11
Operational Emissions
Manhattan Beach Components

	Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**	**SO_X**
Area	4.0	<0.01	0.04	<0.01	<0.01	0
Energy	0.02	0.2	0.1	<0.01	0.01	<0.01
Mobile	2.1	5.7	22.5	4.7	0.09	0.1
Total Emissions	**6.1**	**5.9**	**22.6**	**4.7**	**0.09**	**0.1**
SCAQMD Thresholds	*55*	*55*	*550*	*150*	*55*	*150*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Numbers may not add up due to rounding.
Source: Table 2.2, "Overall Operational", CalEEMod winter calculations, see Appendix B

Table 4.2-12
Operational Emissions
Combined Components

	Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**	**SO_X**
Hermosa Beach Components	**12.4**	**12.0**	**47.8**	**9.1**	**2.6**	**0.1**
Manhattan Beach Components	**6.1**	**5.9**	**22.6**	**4.7**	**0.09**	**0.1**
Total Combined Emissions	**18.5**	**17.9**	**70.4**	**13.8**	**2.7**	**0.2**
SCAQMD Thresholds	*55*	*55*	*550*	*150*	*55*	*150*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Numbers may not add up due to rounding.
Source: Table 2.2, "Overall Operational", CalEEMod winter calculations, see Appendix B.

c. Cumulative Impacts. The South Coast Air Basin is a non-attainment area for the federal and state standards for ozone and $PM_{2.5}$ and the state standards for NO_2 and PM_{10}. Any growth in the Los Angeles metropolitan area would contribute to existing exceedances of ambient air quality standards when taken as a whole with existing development. Cumulative impacts to air quality are evaluated under two sets of thresholds for CEQA and the SCAQMD. The SCAQMD's approach to determining cumulative air quality impacts for criteria air pollutants is to first determine whether or not the proposed project would result in a significant project-level impact to regional air quality based on SCAQMD significance thresholds. If the project does not exceed SCAQMD thresholds, then the lead agency needs to consider the additive effects of related projects only if the proposed project is part of an ongoing regulatory program or is contemplated in a program EIR, and the related projects are located within approximately one mile of the three development sites. If there are related projects in the vicinity (one-mile radius) of the sites that are part of an ongoing regulatory program or are contemplated in a Program EIR, then the additive effect of the related projects should be considered.

The proposed project is not part of an ongoing regulatory program. Therefore, the SCAQMD recommends consideration of project-specific air quality impacts to determine the potential cumulative impacts to regional air quality. As discussed in Impact 4.2-2, daily emissions of construction-related pollutants would not exceed SCAQMD significance thresholds. As discussed in Impact 4.2-3, the proposed project would result in an increase in daily operational emissions. However, this increase would not exceed the SCAQMD thresholds.

By applying the SCAQMD cumulative air quality impact methodology, implementation of the proposed project would not result in an addition of criteria pollutants such that cumulative impacts, in conjunction with related projects, would occur. Because the proposed project would not generate emissions that exceed the SCAQMD's thresholds and the project is consistent with the AQMP, the project would not make a cumulatively considerable contribution with regard to criteria pollutants. Therefore the project's contribution to cumulative regional air quality impacts would not be cumulatively considerable.

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4.3 BIOLOGICAL RESOURCES

This section assesses potential impacts to biological resources, including potential impacts to special-status species.

4.3.1 Setting

a. Regional Site Setting. Hermosa Beach and Manhattan Beach are located in the Southern California Coast ecological section of the California Coastal Chaparral Forest and Shrub ecological province (City of Hermosa Beach, October 2014b). The landscape of the Southern California Coast section is characterized by narrow ranges and broad fault blocks, as well as coastal terraces and alluviated lowlands. The Southern California Coast section is further subdivided into 10 subsections, including the Los Angeles Plain subsection.

Both cities are associated with the Los Angeles Plain subsection of the Southern California Coast ecological section, comprising the mountains, hills, alluvial fans, marine terraces, and floodplains located south of the San Gabriel Mountains (City of Hermosa Beach, October 2014). The subsection includes the Los Angeles Basin, San Fernando Valley, Verdugo Mountains, San Rafael Hills, and Palos Verdes Hills. Soils are predominantly well drained. Vegetation is largely characterized by California sagebrush—California buckwheat series and mixed sage series, with coast live oak series and California walnut series common, but not extensive. California sycamore series is common in riparian areas, and pickleweed series occurs in coastal salt marsh areas such as San Pedro Bay. Chamise and mixed chaparral shrublands dominate at higher elevations. The climate is warm and subhumid, characterized by mean annual temperatures between 58 degrees and 64 degrees Fahrenheit, and 12 to 20 inches of precipitation annually that falls mostly as rain. The climate is greatly modified by marine influences and summer fog is common. The Los Angeles River, the largest stream on the plain, drains the San Fernando Valley and the San Gabriel Mountains.

b. Local and Project Site Setting. Hermosa Beach is characterized by rolling hills with most elevation gain occurring from west to east. The city includes approximately 1.8 miles of coastline along the Santa Monica Bay. This area is characterized by an approximately 400-foot-wide sandy beach between the Pacific Ocean and urban development. The city is bounded on all remaining sides by urban development with Manhattan Beach to the north and east and Redondo Beach to the east and south.

Manhattan Beach faces the Pacific Ocean near the southern end of Santa Monica Bay and is part of the urbanized South Bay region, bound by El Segundo to the north, Hawthorne and Redondo Beach to the east, and Hermosa Beach to the south. Similar to Hermosa Beach, Manhattan Beach is characterized by sandy beach and urban development (City of Manhattan Beach, 2003).

The entire project site (all three development sites) is developed and located in an urbanized area that generally lacks native biological habitat. The properties at the Hermosa Beach site are the former locations for Midas Muffler, Vasek Polak BMW, and South Bay Lotus dealership. The 305 S. Sepulveda Boulevard site is comprises three parcels and is currently developed with a 7,500-square-foot office building at 1050 Duncan Avenue and a laundry facility called Debonair Cleaners at 317 S. Sepulveda Boulevard. The remainder of the site is vacant because onsite structures were demolished in March 2017. The 330 S. Sepulveda Boulevard site is currently used by Skechers as an outdoor recreational area. Existing landscape trees (palms) are

located along Duncan Drive adjacent to the 330 S. Sepulveda Boulevard site and a single non-native landscape tree is located on the site near the corner of Duncan Drive and Kuhn Drive.

4.3.2 Sensitive Biological Resources

a. Regulatory Setting. Regulatory authority over biological resources is shared by federal, state, and local authorities under a variety of statutes and guidelines. Primary authority for biological resources lies in the land use control and planning authority of local jurisdictions (in this instance, the City of Hermosa Beach and City of Manhattan Beach). The California Department of Fish and Wildlife (CDFW) is a trustee agency for biological resources throughout the state under CEQA and also has direct jurisdiction under the Fish and Game Code of California. Under the State and Federal Endangered Species Act, the CDFW and the U.S. Fish and Wildlife Service (USFWS) also have direct regulatory authority over species formally listed as Threatened or Endangered. The U.S. Army Corps of Engineers (USACE) has regulatory authority over specific biological resources, namely wetlands and waters of the United States, under Section 404 of the federal Clean Water Act. Statutes within the Clean Water Act, California Fish and Game Code, and Regional Water Quality Control Boards (RWQCB) protect wetlands and riparian habitat.

b. Special-Status Species and Vegetation Communities. For the purpose of this document, special-status species are those plants and animals listed, proposed for listing, or candidates for listing as threatened or endangered by the USFWS under the federal Endangered Species Act; those listed or proposed for listing, or candidates for listing as rare, threatened, or endangered by the CDFW under the state Endangered Species Act; animals designated as "Fully Protected" or "Species of Special Concern" by the CDFW; and those species that meet the definition of rare or endangered under CEQA (14 CCR Section 15380), including CNPS List Rank 1b and 2. The Federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game (CFC) Code (§§ 3503, 3503.5, 3511, 3513, and 3800) protect most native birds. In addition, the federal and state endangered species acts protect some bird species listed as threatened or endangered. CDFG Code § 3513 relies on the MBTA by prohibiting any take or possession of birds that are designated by the MBTA as migratory nongame birds, except as allowed by federal rules and regulations promulgated pursuant to the MBTA. In addition, the CDFG Code (§§ 3503, 3503.5, 3511, and 3800) further protects nesting birds, including passerine birds, raptors, and state "fully protected" birds. These regulations generally apply during the breeding season, because unlike adult birds, eggs and chicks are unable to escape impacts. Section 3503.5 of the Fish and Game Code of California protects birds of prey, and their nests and eggs against take, possession, or destruction. Vegetation in California is accorded sensitivity ranking by the CDFW using the community classification system of Holland (1986), and the more recently accepted series concepts of Sawyer et al. (2009).

Plant Communities of Special Concern. In response to legislative mandates, regulatory authorities have defined sensitive biological resources as those specific organisms that have regionally declining populations such that they may become extinct if declining population trends continue. Habitats are also considered sensitive biological resources if they have limited distributions, have high wildlife value, include sensitive species, or are particularly susceptible to disturbance. As previously noted, all three development sites are completely developed and in an urban setting. No plant communities of special concern occur in the vicinity of the three development sites.

Special-Status Plants. Due to the extirpation or high modification of natural habitats in Hermosa Beach and Manhattan Beach, it is extremely unlikely that any special-status plants occur in either city. The open space areas in each city are routinely landscaped and frequented by human traffic. The beach is extremely disturbed and no vegetated dune habitat remains. Therefore, special-status plant species are not expected to occur on any of the three development sites.

Special-Status Wildlife. The California least tern (*Sterna antillarum browni*) and the western snowy plover (*Charadrius nivosus nivosus*) have potential to occur in each of the cities (City of Hermosa Beach, October 2014b). The California least tern is a federally endangered species and is state-listed as endangered. This species is a summer visitor that breeds along the Southern California coast from April to September. California least terns nest in colonies on beaches or islands cleared of vegetation (City of Hermosa Beach, October 2014). Historically, California least terns nested on sandy beaches and salt flats all along the coast. However, habitat loss caused a drastic reduction in breeding sites. The nearest breeding colonies are in Venice Beach and at the Port of Los Angeles (City of Hermosa Beach, October 2014). There are no records of this species nesting in the City of Hermosa Beach. However, they likely forage offshore.

The western snowy plover is a federally endangered species and a California species of special concern (City of Hermosa Beach, October 2014b). This species typically nests on coastal beaches, sand spits, sparsely vegetated dunes, beaches at river mouths, and salt pans at lagoons and estuaries. They can also be found nesting on man-made features such as dredged material disposal sites and around salt ponds. The breeding colony of western snowy plover nearest to the project site is Bolsa Chica in Orange County (City of Hermosa Beach, October 2014b). Designated critical habitat for western snowy plover occurs on Hermosa Beach. However, there is no designated critical habitat in Manhattan Beach. The critical habitat subunit stretches roughly 0.5 mile from 11th Street southward to 1st Street and totals approximately 27 acres. This subunit supports wintering flocks of snowy plover. Human recreation, pets, and beach raking are all threats to the features of this critical habitat subunit (City of Hermosa Beach, October 2014b). The critical habitat subunit is approximately one mile southwest of the three development sites.

c. Drainages and Wetlands. None of the three development sites or the surrounding areas contains any federally protected waters or wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) (USFWS 2016b); riparian habitat or streambed as defined by Section 1600 et seq. of the Fish and Game Code; or "waters of the State," pursuant to Section 401 of the Clean Water Act or the Porter-Cologne Water Quality Control Act.

d. Protected Trees. Chapter 12.36 of the Hermosa Beach Municipal Code strives to preserve and protect trees in the public right-of-way (parkway). The chapter prohibits planting, maintenance, damage, destruction, or removal of parkway trees. Chapter 12.36 also states that a permit is necessary for the removal of a parkway tree. Permits require replacement of a removed tree at the same or a different location with a tree from the City's official list of approved parkway trees, unless the Director or the Public Works Commission finds that replacement is physically impractical or infeasible. Additionally, Section 12.36.070 requires

project applicants to take all necessary precautions to protect parkway trees in the vicinity during construction.

Section 7.32.020 of the City of Manhattan Beach Municipal Code identifies street trees within the City limits as "trees or shrubs in public places along City streets, roads, boulevards, and alleys." Section 7.32.040 of the City of Manhattan Beach Municipal Code requires a permit for the removal of a street tree. Permits are given if a street tree is classified as a public nuisance, in nonconformance with the street tree plan, or presents a threat to utilities maintenance.

e. Other Regulated Areas. No native wildlife corridors or native wildlife nursery sites are identified on or in the vicinity of any of the three development sites. None of the development sites are within or near any habitat conservation plans or any other regional planning areas as identified by the City of Hermosa Beach, City of Manhattan Beach, or any other local, regional, state or federal agency. The three development sites are located approximately five miles north of coastal California gnatcatcher (*Polioptila californica californica*) critical habitat as indicated by the USFWS Critical Habitat portal (http://criticalhabitat.fws.gov/). As discussed above, a critical habitat subunit for the western snowy plover is located approximately one mile southwest of the Hermosa Beach site (City of Hermosa Beach, October 2014). No other critical habitat is located in the vicinity of the any of the development sites.

4.3.3 Impact Analysis

a. Methodology and Significance Thresholds. The assessment of biological impacts is based on a review of project information and site conditions. In accordance with Appendix G of the CEQA Guidelines, an impact is considered significant if the project would:

1. *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 U.S. Fish and Wildlife Service;*
2. *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;*
3. *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;*
4. *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;*
5. *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance;*
6. *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.*

The Initial Study (Appendix A) determined that no significant impacts would occur with respect to significance thresholds 2 through 6. Therefore, these issues are not discussed further herein. A potentially significance impact was identified with respect to threshold 1. Therefore, this threshold is discussed in detail below.

b. Project Impacts and Mitigation Measures.

IMPACT 4.3-1 ***Would the project have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status species?***

Implementation of the 305 S. Sepulveda Boulevard and 330 S. Sepulveda Boulevard components has the potential to affect special-status species, including migratory birds, due to the removal of existing mature landscape trees. Impacts associated with these two components would be ***less than significant with mitigation incorporated.***

The Hermosa Beach site, 305 S. Sepulveda Boulevard, and 330 S. Sepulveda Boulevard sites are within an urbanized area. As described in Section 2, *Project Description*, the site has been disturbed to accommodate past and present onsite development and currently contains several existing structures. None of the three development sites contain native biological habitats or habitats for special-status species.

Hermosa Beach Component. There are no existing trees on the Hermosa Beach site that would be affected by the project. This component would have no impact.

305 S. Sepulveda Boulevard Component. The 305 S. Sepulveda Boulevard site contains eight palm trees, three mature trees, and several bushes (Figures 2-4a and 2-4b). The 11 existing trees and bushes could be affected by the 305 S. Sepulveda Boulevard component and have the potential to contain bird nests and birds that are protected under the Migratory Bird Treaty Act (MBTA – 16 United State Code Section 703-711). Protected birds include common songbirds, waterfowl, shorebirds, hawks, owls, eagles, ravens, crows, native doves and pigeons, swifts, martins, swallows and others, including their body parts (feathers, plumes etc.), nests, and eggs. Impacts related to the 305 S. Sepulveda Boulevard component would therefore be potentially significant.

330 S. Sepulveda Boulevard Component. The 330 S. Sepulveda Boulevard site contains one mature non-native tree and several bushes, while three palm trees are located adjacent to this site along the Duncan Drive frontage (Figure 2-5a and 2-5b). It is anticipated that these trees would be removed in conjunction with construction of the 330 S. Sepulveda Boulevard component. These trees could contain bird nests and birds that are protected under the MBTA. Protected birds include common songbirds, waterfowl, shorebirds, hawks, owls, eagles, ravens, crows, native doves and pigeons, swifts, martins, swallows and others, including their body parts (feathers, plumes etc.), nests, and eggs. Impacts related to the 330 S. Sepulveda Boulevard component would therefore be significant but mitigable.

Overall Impact. The three project components would potentially remove up to about 15 mature trees. Although active bird nests have not been identified in any of these trees, they

could potentially contain active bird nests at the time of tree removal. Thus, the overall impact of the three components combined would be potentially significant.

Mitigation Measure. The following measure would mitigate potentially significant impacts relating to the potential presence of protected nesting birds in onsite trees for the 305 and 330 S. Sepulveda Boulevard components of the project.

MM 4.3-1 **Nesting Birds.** If vegetation clearing or other project construction is to be initiated during the bird nesting season (February 1 through September 15), a biologist experienced in conducting nesting bird surveys shall survey for nesting birds no more than three days prior to the start of construction. If the biologist finds any nesting birds within 300 feet of the limits of construction (or within 500 feet for raptors), the biologist shall clearly mark the location of the nest (with staking and flags) and, if warranted, identify feasible measures to avoid any potential adverse effects on nesting birds. Appropriate measures may include attenuating construction noise (through sound-dampening boards or other equipment) to a level of 60 dBA CNEL (as measured in the vicinity of the nest) or otherwise limiting disturbances within a certain distance of the nest until nesting is complete. If the level of 60 dBA cannot be achieved, or if the biological monitor otherwise considers it necessary to avoid potential impacts, the biological monitor shall be present during construction activities to ensure that nesting birds are not disturbed. The biological monitor shall have authority to halt any construction activity determined to be potentially disturbing the nesting of any bird. Construction may continue when the monitor determines that the activity can be carried out without disruption of nesting or when the nest is determined to have fledged or failed.

Significance After Mitigation. With implementation of Mitigation Measure 4.3-1, potential impacts to special-status nesting birds associated with the 305 S. Sepulveda Boulevard and 330 S. Sepulveda Boulevard components would be reduced to a less than significant level through the identification and, if necessary, avoidance of active bird nests. Impacts related to the Hermosa Beach component would be less than significant without mitigation.

c. Cumulative Impacts. Cumulative impacts for biological resources consider both localized and regional impacts. Section 3.3, *Cumulative Projects Setting,* of this EIR contains both a list of currently planned and pending projects in the general vicinity, which includes 347,454 square feet of non-residential development. Significance for cumulative impacts to biological resources is based upon:

- *The cumulative contribution of other approved and proposed development to fragmentation of open space in the site vicinity*
- *The loss of sensitive habitats and species*
- *Contribution of the project to urban expansion into natural areas*
- *Isolation of open space within the project by future projects in the vicinity*

The project's impacts on biological resources have been determined in this section of the EIR to be less than significant with mitigation. Furthermore, the all three sites are currently developed and none contain native biological habitats, habitats for special-status species, or open space. Lastly, both the project site (all three development sites) and the sites of other planned and pending developments are within an urban area that lacks native biological habitat. Therefore, planned and pending development would not contribute to fragmentation of open space in the vicinity, isolation of open space, loss of sensitive habitats and species, or expansion into natural areas. The project's contribution to cumulative impacts would not be significant.

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4.4 CULTURAL RESOURCES

This section assesses potential impacts to cultural resources such as historic structures, archaeological resources, paleontological resources, and Native American resources. The following discussion includes information from the City of Hermosa Beach General Plan Update Existing Conditions Report prepared in 2014 and the City of Manhattan Beach 2003 General Plan. The cultural resource analysis is based in part on these local resources.

4.4.1 Setting

a. Existing Conditions. The Hermosa Beach site, 305 S. Sepulveda Boulevard site, and 330 S. Sepulveda Boulevard site are all in an urbanized area and have been previously graded and paved. Therefore, the likelihood that intact archaeological resources, paleontological resources, or human remains are present is low. Because the sites were developed previously, any surficial paleontological resources or archeological resources that may have been present at one time have likely been disturbed. As such, the topmost layers of soil in the project area are not likely to contain substantive fossils. Excavation to the depths proposed by the project has not occurred under previous development.

b. Regulatory Setting. The regulatory background provided below offers an overview of federal, state, and local criteria used to assess cultural significance.

State of California.

California Assembly Bill 52 (AB 52). As of July 1, 2015, California AB 52 was enacted and expands CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project that may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to "begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the project." Section 21074 of AB 52 also defines a new category of resources under CEQA called "tribal cultural resources." Tribal cultural resources are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe." The City of Hermosa Beach has initiated consultation by mailing letters to Native American groups/individuals listed by the Native American Heritage Commission (NAHC), but has received no requests for consultation.

Human Remains. Section 7050.5 of the California Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the coroner's authority. If the human remains are of Native American origin, the coroner must notify the NAHC within 24 hours of this identification. The NAHC will identify a Native American Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. *CEQA Guidelines* Section 15064.5 directs the lead agency (or applicant), under certain circumstances, to develop an agreement with the Native Americans for the treatment and disposition of the remains.

Public Resources Code Section 5097.5. California Public Resources Code Section 5097.5 prohibits excavation or removal of any "vertebrate paleontological site…or any other archaeological, paleontological or historical feature, situated on public lands, except with express permission of the public agency having jurisdiction over such lands." Section 5097.5 states that any unauthorized disturbance or removal of archaeological, historical, or paleontological materials or sites located on public lands is a misdemeanor.

CEQA. Section 15064.5 of the CEQA Guidelines definition of a "historical resource" is presented in Section 4.4.3(a), *Methodology and Significance Thresholds*. CEQA requires consideration of historical resources and unique archaeological resources during the CEQA review process (Public Resources Code, Section 21083.2). If feasible, adverse effects to the significance of historical resources must be avoided, or significant effects mitigated [*CEQA Guidelines* Section 15064.5(b)(4)].

Local.

City of Hermosa Beach and City of Manhattan Beach Ordinance Codes. The City of Hermosa Beach adopted a preservation ordinance in 1998 (Hermosa Beach Municipal Code, Chapter 17.53, Ordinance 98-1186). Under the City's current policies and ordinance, only resources that are listed as federal, state, or local landmarks are protected. Other potential resources are only protected when proposed alterations or demolition requires a 'discretionary' review pursuant to CEQA. Chapter 10.86, Culturally Significant Landmarks, of the City of Manhattan Beach Municipal Code protects and identifies historical and cultural landmarks representing significant elements of the City's history and culture.

4.4.3 Impact Analysis

a. Methodology and Significance Thresholds. Under CEQA, archaeological resources may meet the definition of a historical resource or unique archaeological resource. Any project that may cause a substantial adverse change in the significance of a historical resource would also have a significant effect on the environment. According to Appendix G of the State CEQA Guidelines, impacts related to cultural resources from the project would be significant if the project would:

1. *Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5;*
2. *Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5; Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature;*
3. *Disturb any human remains, including those interred outside of formal cemeteries; and/or*
4. *Cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code section 21074 as either a site, feature, place, or 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*

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); and/or

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 2024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significant of the resource to a California Native American tribe.

The Initial Study (Appendix A) determined that no significant impact would occur with respect to Threshold 1. Therefore, that threshold is not discussed further herein. Thresholds 2 through 4 are discussed in detail below.

The significance of a cultural resource deposit and subsequently the significance of any impact are determined by whether or not that deposit can increase our knowledge of the past. The determining factors are site content and degree of preservation. A finding of archaeological significance follows the criteria established in the *State CEQA Guidelines*.

CEQA Guidelines Section 15064.5 (Determining the Significance of Impacts to Archaeological Resources) states:

(3) […] Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code, § 5024.1, Title 14 CCR, Section 4852) including the following:

(A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

(B) Is associated with the lives of persons important in our past;

(C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

(D) Has yielded, or may be likely to yield, information important in prehistory or history.

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.

(b) A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

If an archaeological resource does not meet either the historic resource or the more specific "unique archaeological resource" definition, impacts do not need to be mitigated [13 PRC

15064.5 (e)]. Where the significance of a site is unknown, it is presumed to be significant for the purpose of the EIR investigation.

b. Project Impacts and Mitigation Measures.

IMPACT 4.4-1 ***Would the project cause a substantial adverse change in the significance of an archaeological resource; directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or disturb any human remains?***

Construction of all three project components would involve ground-disturbing activities such as grading and surface excavation, which have the potential to unearth or adversely impact previously unidentified archaeological resources, paleontological resources, and/or human remains. Impacts associated with all three project components would be ***less than significant with mitigation incorporated.***

As discussed in the *Setting*, the Hermosa Beach site, the 305 S. Sepulveda Boulevard site and the 330 S. Sepulveda Boulevard site are all in an urbanized area and were all previously graded and paved. Therefore, the likelihood that intact archaeological resources, paleontological resources, or human remains are present at any of the three development sites is low. Because the sites have all been developed previously, any surficial paleontological resources and archaeological resources that may have been present at one time have likely been disturbed. Consequently, the topmost layers of soil in the project area are not likely to contain substantive fossils or archaeological resources. Nevertheless, excavation to the depths proposed by the project for the subterranean parking garages has not occurred under previous development.

Although implementation of the project is not expected to uncover archaeological, buried historical resources or paleontological resources, the possibility for such resources exists. Any discovery of such resources would be treated in accordance with federal, state, and local guidelines for disclosure, recovery, preservation, and curation as appropriate.

If human remains are unearthed, State Health and Safety Code Section 7050.5 prohibits further disturbance until the County Coroner (depending on the jurisdiction in which the discovery occurs) has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC. The NAHC would then identify the person(s) thought to be the Most Likely Descendent (MLD) of the deceased Native American, who would then help determine what course of action should be taken in dealing with the remains.

There are no known archaeological sites recorded in Hermosa Beach and only three fossil localities (City of Hermosa Beach, 2016). Therefore, project implementation is not expected to uncover archaeological resources, paleontological resources, or human remains at any of the three development sites. However, the possibility for such resources exists. Impacts would be potentially significant for all three project components.

Mitigation Measures. The following mitigation measures, which would apply to all three project components, would reduce impacts related to previously unidentified cultural resources to a less than significant level.

MM 4.4-1(a) **Resource Recovery Procedures.** Prior to any ground-disturbing activities or building removal on any of the development sites, an Archaeological Monitoring Plan shall be developed by a qualified archaeologist with provision for review and input by concerned Native Americans and approval by the City of Hermosa Beach or Manhattan Beach. The Plan will also address worker safety during building demolition and ground disturbing activities. In the event that potential archaeological or paleontological resources are unearthed during project construction excavation shall stop in the vicinity of the discovery until a qualified archaeologist and/or paleontologist has assessed the resource and mitigation has been determined. Possible mitigation strategies include having detailed documentation of cultural resources, avoidance and/or preservation of the resource, development of a clear collection policy for both prehistoric and historic artifacts, development of a research design and recovery program, or a monitoring report and/or evaluation report. After the find has been appropriately mitigated, work in the area may resume.

MM 4.4-1(b) **Human Remains Recovery Procedures.** If human remains are unearthed ground-disturbing activities in the area of the discovery shall immediately be halted or redirected. A temporary construction exclusion zone shall be established surrounding the site to allow for further examination of the find. A City representative shall immediately notify the Los Angeles County Coroner's office by telephone. By law, the Coroner will determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission who will appoint the Most Likely Descendent (MLD). Additionally, if the remains are determined to be Native American, a plan will be developed regarding the treatment of human remains and associated burial objects and the plan will be implemented under the direction of the MLD.

Significance After Mitigation. Through the monitoring of ground disturbance and evaluation and avoidance of any unidentified cultural resources, implementation of **MM 4.4-1(a)** and **MM 4.4-1(b)** would reduce impacts to previously unidentified archaeological resources, paleontological resources, and human remains to a less than significant level for all three project components.

IMPACT 4.4-1 ***Would the project cause a substantial adverse change in the significance of a tribal cultural resource?***

Construction of all three project components would involve ground-disturbing activities such as grading and surface excavation, which have the potential to unearth or adversely impact previously unidentified tribal cultural resources. The City of Hermosa Beach has initiated consultation by mailing letters to Native American groups/individuals listed by the NAHC, but has received no requests for consultation. Therefore, no tribal resources have been identified. Impacts associated with all three project components would be ***less than significant with mitigation incorporated.***

Tribal cultural resources are defined in Public Resources Code 21074 as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either:

- Included or determined to be eligible for inclusion in the California Register of Historical Resources
- Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1

The City of Hermosa Beach has initiated consultation by mailing letters to Native American groups/individuals listed by the NAHC, but has received no requests for consultation. With implementation of Mitigation Measure 4.4-2, potential impacts to tribal cultural resources would be less than significant, by ensuring that any discovery of archaeological resources of Native American origin are appropriately identified and processed, as applicable.

Mitigation Measures. The following mitigation measures, which would apply to all three project components, would reduce impacts related to potentially unidentified tribal cultural resources to a less than significant level.

MM 4.4-2 **Unanticipated Discovery of Tribal Cultural Resources.** In the event that potential tribal cultural resources are unearthed during project construction excavation shall stop in the vicinity of the discovery until a qualified archaeologist can consult with the cities of Hermosa Beach or Manhattan Beach and conduct appropriate Native American consultation procedures. As part of this process, it may be determined that archaeological monitoring may be required by a Native American monitor. This determination shall be made at the discretion of the construction period archaeological monitor, and in coordination with the City of Hermosa Beach or Manhattan Beach.

Significance After Mitigation. If a tribal cultural resource is discovered, implementation of **MM 4.4-2,** which involves the appropriate Native American consultation procedures, would reduce impacts to previously unidentified tribal cultural resources to a less than significant level for all three project components.

c. Cumulative Impacts. The project, in conjunction with other nearby planned, pending, and potential future projects in Hermosa Beach and Manhattan Beach as discussed in Section 3, *Environmental Setting*, would have the potential to adversely impact additional cultural resources. With the proposed mitigation measures identified in this section of the EIR, such impacts to cultural resources would be less than significant at the project level, and these impacts are site-specific, not cumulative in nature. The project would therefore not make a contribution to any cumulative impact on cultural resources beyond the three development sites.

Like the three development sites, the sites of other planned and pending developments are located in developed and urbanized areas. Individual development proposals are reviewed separately by the appropriate jurisdiction and undergo environmental review when it is determined that the potential for significant impacts exist. In the event that future cumulative development would result in impacts to known or unknown historical resources, impacts to such resources would be addressed on a case-by-case basis. Therefore, cumulative impacts related to the incremental loss of cultural resources would not be significant.

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4.5 GEOLOGY AND SOILS

This section analyzes potential impacts associated with geologic processes, including hazards associated with liquefaction and other soil- and seismic-related risks.

4.5.1 Setting

Hermosa Beach is located in the southwest portion of Santa Monica Bay and ranges in elevation from sea level in the west to about 200 feet above mean sea level (AMSL) moving inland. Manhattan Beach is located just north of Hermosa Beach and ranges in elevation from sea level in the west to about 235 feet above sea level near south-center border of the City. The Hermosa Beach site is approximately 0.6 mile from the coastline, and sits at an elevation of approximately 180 to 210 feet AMSL. The 305 S. Sepulveda Boulevard site is approximately 0.7 mile from the coastline and is at an elevation of approximately 224 feet AMSL. The 330 S. Sepulveda Boulevard site approximately 0.8 mile from the coastline and is at an elevation of approximately 210 feet AMSL. The following is an overview of the geology, soils, and seismic conditions associated with the three development sites and surrounding area.

a. Geology. Hermosa Beach is located along the southwestern margin of the Los Angeles Basin and Coastal Plain, an alluvial-filled basin bound to the north and east by the Santa Monica, San Gabriel, and Santa Ana Mountains, and to the west and south by the Pacific Ocean and the Palos Verdes Hills. The Los Angeles Basin is approximately 70 miles long and 10 miles wide. It is a structural basin formed in the mid-Miocene epoch as a result of tectonic processes. As the basin formed, it filled with a sequence of sedimentary deposits up to 35,000 feet thick. The Los Angeles Basin is also referred to as a "depositional basin" to describe the simultaneous deepening of the basin by tectonic processes and sediment infill. Prior to approximately five million years ago, this basin was submerged under the ocean and much of the sediment was deposited in a marine environment (City of Hermosa Beach 2014b: 9-1).

The Hermosa Beach site is underlain by Holocene-age dune sands located west of the adjacent older alluvial deposits of the Los Angeles Basin to the east. Beneath the surficial dune sands is the Pleistocene-age San Pedro Formation, consisting of unconsolidated and semi-consolidated stratified sands with some clays, silts, and gravels. The late Pliocene-age Pico Formation, consisting of marine siltstones and sandstones, sits beneath the San Pedro Formation. Beneath the Pico Formation is the early Pliocene-age Repetto Formation, consisting of siltstones with layers of sandstones and conglomerates. Beneath the Repetto Formation is the Miocene-age Puente Formation, which contains the primary oil reservoir in the planning area (City of Hermosa Beach 2014: 9-1).

Manhattan Beach is located immediately north of Hermosa Beach. Geological conditions are similar in the two cities (Department of Conservation [DOC] 2010). Geologic differences among the two cities are explained further below.

b. Soils. According to soil maps created by the California Department of Conservation (DOC), Hermosa Beach is located in the Redondo Beach United States Geological Survey (USGS) Quadrangle. The oldest Quaternary geologic unit mapped in this quadrangle is the Pleistocene San Pedro Formation. Quaternary Older Alluvium is the only identified soil substrate mapped in the area (City of Hermosa Beach 2014: 9-2). According to the DOC Long Beach deposits map, Manhattan Beach deposits geology contains older eolian deposits (Qoe),

which are well-sorted, medium- to coarse-grained sand, largely from stabilized dune sands; modern eolian deposits (Qe), which are composed of very well-sorted, fine- to medium-grained sand, typically underlain by dense to very dense sand of the older alluvial deposits; and artificial fill (af), which are deposits of fill resulting from human construction, mining, or quarrying activities (DOC 1998, 2010 [map]). The 305 S. Sepulveda Boulevard and 330 S. Sepulveda Boulevard sites are located on Qoe soils.

c. Seismicity. Hermosa Beach and Manhattan Beach are located in a seismically active region of southern California that is crossed by numerous active and potentially active faults, and underlain by several blind thrust faults (i.e., low angle reverse faults with no surface exposure). Alquist-Priolo Earthquake Fault Zones (formerly Special Study Zones) have been established throughout California by the California Geological Survey (CGS), and identify areas where potential surface rupture along an active fault could occur, with "fault rupture" defined as displacement that occurs at the ground surface along a seismically active fault during an earthquake event. Based on criteria established by the CGS, faults can be classified as active, potentially active, or inactive. Active faults are those having historically produced earthquakes or shown evidence of movement within the past 11,000 years (during the Holocene Epoch).

Although Southern California is a generally seismically active area, Hermosa Beach is not situated over an active earthquake fault (City of Hermosa Beach 2014: 9-10). However, Manhattan Beach lies above the Compton Thrust Fault (City of Manhattan Beach 2003). The fault nearest to the project site is the Palos Verdes Fault, to the west and south. As noted above, the Hermosa Beach and Manhattan Beach are bordered to the south by the Palos Verdes Hills and to the west by the Pacific Ocean. The Palos Verdes Fault extends offshore in a northwest-southeast oriented alignment. The onshore portion of the Palos Verdes Fault is characterized as Late Quaternary, with fault displacement having occurred in the last 700,000 years. Faulting may be younger, but lack of younger overlying deposits precludes more accurate age classification. The offshore portion of the Palos Verdes Fault located to the west of Hermosa Beach and Manhattan Beach is classified as Undivided Quaternary, with undifferentiated age. Most faults of this category show evidence of displacement sometime during the past 1.6 million years (DOC, n.d.).

Seismic Ground Shaking. Seismic ground shaking could be experienced in the project area due to seismic activity along other faults in southern California, depending upon the location of the earthquake epicenter and the character and duration of the seismic event. Specific effects of a seismic event are discussed in this analysis, and would depend upon characteristics of the underlying soil and rock, as well as the building materials and techniques used in construction.

Fault Rupture. Fault rupture, or the sliding of one part of the earth's crust along another, typically occurs far below the surface, but can reach the ground surface if the magnitude of an earthquake is large enough. Neither Hermosa Beach nor Manhattan Beach is located in a fault-rupture hazard zone, as defined by the Alquist-Priolo Special Studies Zones Act, and no known major active faults are located in the city (Division of Mines and Geology 1978). The closest active faults are the Palos Verdes Fault, located approximately two miles to the west (described above), and the Newport-Inglewood Fault, located approximately five miles to the east (City of Hermosa Beach 2014: 9-5).

d. Hazards. Potential hazards associated with geology and soils include liquefaction, subsidence and settlement, lateral spreading, and landslides.

Liquefaction. Liquefaction is a temporary but substantial loss of shear strength in granular solids, such as sand, silt, and gravel, usually occurring during or after a major earthquake. This occurs when the shock waves from an earthquake of sufficient magnitude and duration compact and decrease the volume of the soil; if drainage cannot occur, this reduction in soil volume will increase the pressure exerted on the water contained in the soil, forcing it upward to the ground surface. This process can transform stable granular material into a fluid-like state. The potential for liquefaction to occur is greatest in areas with loose, granular, low-density soil, where the water table is within the upper 40 to 50 feet of the ground surface. Liquefaction can result in slope and foundation failure. Other effects of liquefaction include lateral spread, flow failures, ground oscillations, and loss of bearing strength. Liquefaction is intrinsically linked with the depth of groundwater below the site and the types of sediments underlying an area.

The CGS Seismic Hazard Zones (SHZ) map for the Redondo Beach Quadrangle, which includes the proposed Hermosa Beach site, indicates zones in and around Hermosa Beach that are susceptible to liquefaction (DOC 1999a [map]). As shown on the SHZ map, the areas of Hermosa Beach that may include potentially liquefiable layers (and therefore be subject to liquefaction) are restricted to the coastline west of Hermosa Avenue, as well as an area near the southeast corner of Monterey Boulevard and Herondo Street. If groundwater levels in these areas rise to within 30 to 50 feet of the ground surface, the sediments would have a moderate to high susceptibility to liquefaction (City of Hermosa Beach 2014: 9-9). The Hermosa Beach site is not located in an area identified as having liquefaction potential. According to the Seismic Hazard Zone Report for the Venice Quadrangle, where the 305 S. Sepulveda Boulevard and 330 S. Sepulveda Boulevard sites are located, the majority of soils in the area have a low liquefaction susceptibility. These soils include Qoe and Qe soils: older eolian deposits (Qoe) and eolian deposits (Qe). Qoe soils are considered dense to very dense sands and silty sands. Qe soils are composed of a thin layer of fine sand and is typically underlain by dense to very dense sand. Some areas of Manhattan Beach have artificial fill (af) soils. These soils consist of engineered fill that are assumed to have a high susceptibility to liquefaction (Division of Mines and Geology 1998). The 305 S. Sepulveda Boulevard and 330 S. Sepulveda Boulevard sites in Manhattan Beach are not located in an area with high liquefaction susceptibility (DOC 1999a [map], DOC 1999b [map]). However, all three project components include subterranean parking, which can increase the risk of liquefaction hazards.

Subsidence and Settlement. Subsidence involves deep seated settlement due to the withdrawal of fluid (oil, natural gas, or water). Seismically induced settlement occurs in loose to medium density unconsolidated soil above groundwater. These soils compress (settle) when subject to seismic shaking. Such movement can occur in the absence of seismically induced ground failure, due to improper grading and soil compaction or discontinuity of naturally occurring soils. However, strong ground shaking often greatly exacerbates soil conditions already potentially prone to differential settlement, resulting in distress to overlying structures. This settlement may be mitigated prior to development through the removal and re-compaction of loose soils. Native earth materials in Hermosa Beach, including the Hermosa Beach site, are relatively dense and not prone to seismically induced settlement (City of Hermosa Beach 2014b:

9-10). According to the USGS, the city of Manhattan Beach and the 305 S. Sepulveda Boulevard and 330 S. Sepulveda Boulevard sites are not in an area of land subsidence (USGS 2016a).

Lateral Spreading. Lateral spreading occurs when potentially liquefiable soils are present and exposed in conjunction with a sloping ground surface. If soils in the slope liquefy, the result may be temporary instability resulting in movement of sediments on the slope, causing slope failure. For this to occur, the liquefiable soils need to be continuous and the toe of the slope needs to be unsupported. As described above, the proposed development sites are not located in an area considered subject to liquefaction. In addition, the areas in Hermosa Beach and Manhattan Beach identified has having a potential for liquefaction are relatively flat and, therefore, are not subject to lateral spreading.

Landslides. Landslides occur when slopes become unstable and masses of earth material move downslope. Landslides are generally considered to be rapid events, often triggered during periods of rainfall or by earthquakes. Mudslides and slumps are a more shallow type of slope failure compared to landslides. These typically affect the upper soil horizons, and are not bedrock features. Historically, mudslides and slumps occur during or soon after periods of rainfall. Erosion can occur along manufactured slopes that are improperly designed or not adequately re-vegetated. The size of a landslide can vary from minor rock falls to large hillside slumps. The underlying bedrock, degree of water saturation of a material, steepness of a slope, and the general strength of the soil all contribute to the stability of a hillside.

The SHZ map for the Redondo Beach Quadrangle (described above under the *Liquefaction* subsection) indicates a number of areas throughout Hermosa Beach that have been identified as being subject to landslide hazards, including the following:

- *Near South Park, east of Monterey Boulevard between 2nd Street and 6th Street*
- *On the city's southern border at the intersection of Valley Drive and Ardmore Avenue*
- *To the north of Gould Avenue between Ardmore Avenue and SR 1*
- *On the western border of the city between 8th Street and 6th Street (*DOC 1999a [map]; City of Hermosa Beach 2014b: 9-7*)*

The landslide area just north of Gould Avenue is adjacent to the south of the Hermosa Beach site, but it not in the site. Therefore, the Hermosa Beach site is not considered susceptible to landslide events.

The Community Safety Element for Manhattan Beach describes only one area, located at the north end of the city, where landslide hazards and unstable soil have historically occurred (City of Manhattan Beach 2003). This resulted from the hauling away of beach sand to facilitate pre-1920s development (City of Manhattan Beach 2003). The SHZ map for the Venice Quadrangle shows no areas identified as being subject to earthquake-induced landslide hazards (DOC 1999b [map]). Therefore, neither the 305 S. Sepulveda Boulevard site nor the 330 S. Sepulveda Boulevard site are considered susceptible to landslide events.

4.5.2 Regulatory Setting

The regulatory setting for the issue area of *Geology and Soils* comprises those laws and regulations summarized below:

International Building Code. The International Building Code (IBC) is a model building code that provides the basis for the California Building Code (CBC), described below. The IBC defines different regions of the United States and ranks them according to their seismic hazard potential (Seismic Design Category A through E, from lowest to highest). The categories are based on three basic criteria: probable site ground motion, site soil class, and building occupancy use (Structures & Codes Institute 2007). The three development sites, like all of coastal Southern California, are located in Design Category E, which has a very high seismic vulnerability. This categorization determines the requirement of seismic restraints (Kinetics Noise Control 2008).

California Building Code. California law provides a minimum standard for building design through the CBC. The CBC specifies acceptable design criteria for construction of facilities with respect to seismic design and load-bearing capacity, as summarized below:

- *Chapter 23 contains specific requirements for seismic safety.*
- *Chapter 29 regulates excavation, foundations, and retaining walls.*
- *Chapter 33 contains specific requirements pertaining to site demolition, excavation, and construction to protect people and property from hazards associated with excavation cave-ins and falling debris or construction materials.*
- *Chapter 70 regulates grading activities, including drainage and erosion control.*

Construction activities are subject to occupational safety standards for excavation, shoring, and trenching as specified in California Division of Occupational Safety and Health (Cal/OSHA) regulations (Title 8 of the California Code of Regulations [CCR]) and in Section A33 of the CBC.

Alquist-Priolo Earthquake Fault Zoning Act. The Alquist-Priolo Earthquake Fault Zoning Act was signed into law in 1972 in response to widespread damage caused by the 1971 San Fernando Earthquake. The purpose of this act is to avoid or reduce damage to structures in the future by prohibiting the location of most structures intended for human occupancy across the traces of active faults, thereby mitigating the hazard of fault rupture. Under the Act, the State Geologist is required to delineate "Earthquake Fault Zones" along known active faults in California. Cities and counties affected by the zones must regulate certain development projects in the zones by withholding development permits for such sites until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting.

Seismic Hazards Mapping Act. The California Geologic Survey, formerly the California Department of Conservation, Division of Mines and Geology (CDMG), provides guidance with regard to seismic hazards. Under CDMG's Seismic Hazards Mapping Act (1990), seismic hazard zones are identified and mapped in order to assist local governments in land use planning. The intent of this publication is to protect the public from the effects of strong ground shaking, liquefaction, landslides, ground failure, or other hazards caused by earthquakes. In addition, CDMG's Special Publications 117, *Guidelines for Evaluating and Mitigating Seismic Hazards in California*, provides guidance for the evaluation and mitigation of earthquake-related hazards for projects in designated zones of required investigations.

Hermosa Beach General Plan. The *Seismic Safety Element* of the Hermosa Beach General Plan generally describes the seismic setting for the area, as well as seismic-related problems associated with existing older structures. The Seismic Safety Element also provides recommendations for new development and recommendations for educating the public on

geologic hazards and associated disaster preparedness. Although recommendations are identified for "problem areas" throughout the city, the Seismic Safety Element does not identify specific goals or policies (City of Hermosa Beach, n.d.). The General Plan is undergoing an update as of 2016, for the first time since 1979.

Manhattan Beach General Plan. The *Community Safety Element* of the Manhattan Beach General Plan includes sections on Natural Hazards and Fire Safety, Hazardous Materials Release, Emergency Preparedness and Response Services, and Law Enforcement Services. The Natural Hazards and Fire Safety section includes seismic and geologic hazards, tsunamis, fires, and localized flooding caused by major storms. Goals and Policies within this section that apply to this proposed project are as follows (City of Manhattan Beach 2003):

Goal CS-1: Minimize the risks to public health, safety, and welfare resulting from natural and human caused hazards.

Policy CS-1.4: Minimize the potential damage to structures and loss of life that may result from an earthquake.

4.5.3 Environmental Impact Analysis

a. Methodology and Significance Thresholds. This evaluation is based on review of existing information in comparison with actions included under the proposed project. An impact associated with *Geology and Soils* would be considered significant if implementation of the proposed project were to result in one or more of the significance criteria identified by the CEQA Guidelines. The CEQA Guidelines criteria, identified in Appendix G, for *Geology and Soils,* address whether the project would:

1. *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*
    a. *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*
    b. *Strong seismic ground shaking*
    c. *Seismic-related ground failure, including liquefaction*
    d. *Landslides*
2. *Result in substantial soil erosion or the loss of topsoil*
3. *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse*
4. *Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property*
5. *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*

The Initial Study in Appendix A concluded that the proposed project would not have significant impacts with respect to thresholds 1a, 1d, or 5. Therefore, these issues are not further

discussed herein. The Initial Study also concluded that the proposed project could result in potentially significant impacts associated with the following topics: strong seismic ground shaking, seismic-related ground failure, substantial soil erosion, and expansive soils. Therefore, thresholds 1b, 1c, 2, 3, and 4 are addressed below.

b. Project Impacts and Mitigation Measures

IMPACT 4.5-1 ***Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking or seismic-related ground failure, including liquefaction?***

Seismically-induced ground shaking could cause ground failure, liquefaction, and risks to human health and safety for all three project components. All project components would be required to comply with California Building Code requirements and applicable recommendations of a final geotechnical investigation to address stability issues and soil integrity. Therefore, impacts associated with all three project components would be ***less than significant with mitigation incorporated.***

As described in the Initial Study included in Appendix A, there are no known active faults crossing or in the immediate vicinity of the Hermosa Beach site, the 305 S. Sepulveda Boulevard site, or the 330 S. Sepulveda Boulevard site. Therefore, none of the three sites are subject to hazards associated with direct fault rupture or surface rupture. However, all three development sites are located in a seismically active region of Southern California, and is subject to seismic-related ground shaking resulting from an earthquake occurring along a fault in Southern California. As described above (Section 4.5.1(c), *Seismic Ground Shaking*), ground shaking could be experienced in the project area due to seismic activity along a variety of faults in Southern California, depending upon the location of the earthquake epicenter and the character and duration of the seismic event. In the case of seismic ground shaking occurring in the project area, there would be potential for a liquefaction event to occur where a loss of shear strength in the soils can cause slope and foundation failure, or other effects such as lateral spread, flow failures, ground oscillations, and loss of bearing strength.

Susbection 4.5.1(d) of the *Setting* notes that none of the three development sites are located in an area identified as having liquefaction potential. Nevertheless, all three project components include construction of subterranean parking up to four levels deep below both the Design Center and Executive Offices. The Hermosa Beach component would be three levels below ground level, approximately 48 feet; the 305 S. Sepulveda Boulevard component would be three levels below ground level, approximately 28 feet; and the 330 S. Sepulveda Boulevard component would be four levels below ground level, approximately 41 feet. This level of excavation could increase the potential for liquefaction hazards as construction occurs closer to the water table. Based on a recent groundwater-level measurement at a well approximately 1.3 miles northeast of the project site, the approximate depth of groundwater at the three development sites is estimated at about 84 feet (USGS 2016b). Excavation of the three sites for the subterranean parking is not expected to affect adjacent properties or structures. However, to avoid potential adverse effects associated with liquefaction, the project would be appropriately

designed to CBC standards, and **MM 4.5-1** would be implemented to ensure adequate foundation design.

Overall Impact. No known active faults cross or are in the immediate vicinity of any of the three development sites. Also, none of the three development sites are located in an area identified as having liquefaction potential. However, the construction of subterranean parking up to four levels deep at all three sites could increase the potential for liquefaction hazards. Therefore, the overall combined effect of the three project components is the same as that of each component separately and would be potentially significant unless mitigation is incorporated.

Mitigation Measure. Implementation of **MM 4.5-1** for all three project components would reduce seismic-related soil hazard impacts to a less than significant level.

MM 4.5-1 **Final Geotechnical Investigation.** A Registered Civil Engineer and Certified Engineering Geologist shall complete a final geotechnical investigation specific to each development site and proposed areas of excavation. The geotechnical evaluation shall include, but not be limited to, an estimation of both vertical and horizontal anticipated peak ground accelerations and potential liquefaction.

Subsequent subsurface investigations shall determine appropriate means of mitigating both structural as well as potential health hazards that could be associated with such development activities.

Suitable measures to reduce liquefaction impacts could include one or more of the following techniques, as determined by a registered geotechnical engineer:

- *Specialized design of foundations by a structural engineer*
- *Removal or treatment of liquefiable soils to reduce the potential for liquefaction*
- *Drainage to lower the groundwater table to below the level of liquefiable soil*
- *In-situ densification of soils or other alterations to the ground characteristics*
- *Other alterations to the ground characteristics*

The geotechnical investigation shall also identify depth to groundwater throughout the development site (including estimated variability over the life of the project), and provide methods to avoid adverse effects associated with encountering groundwater during project-related excavations, including but not limited to dewatering as necessary. The geotechnical report shall be subject to review and approval by the City of Hermosa Beach (Hermosa Beach component) or the City of Manhattan Beach (two Manhattan Beach components). All recommendations provided in the geotechnical report shall be followed during grading and construction.

Significance After Mitigation. The probability of a larger than expected earthquake occurring cannot be eliminated. Any structure built in California is susceptible to failure due to seismic activity. However, structural failure due to seismic ground shaking resulting in liquefaction of the sediments would be reduced to a less than significant level through compliance with CBC guidelines for structural integrity, implementation of **MM 4.5-1**, which requires a geotechnical investigation and implementation of best management practices to avoid potential liquefaction, as well as occupational safety standards for excavation, shoring, and trenching, as specified in California Occupational Safety and Health Administration (Cal/OSHA) regulations. Impacts for all three components would be less than significant.

IMPACT 4.5-2 ***Would implementation of the proposed project result in substantial soil erosion or the loss of topsoil or potentially result in on- or offsite erosion, landslides, subsidence, liquefaction, or collapse?***

All three project components would require excavation, which could trigger slope failure, soil erosion, or other soil stability issues that could threaten the integrity of the proposed structure and/or surrounding areas. With implementation of mitigation measures and mandatory compliance with California Building Code requirements, impacts would be ***less than significant with mitigation incorporated*** *for all three project components***.**

All three project components involve excavation activities to install subterranean parking, as follows:

- *The Hermosa Beach component would include three levels below ground level, approximately 48 feet deep.*
- *The 305 S. Sepulveda Boulevard component would include three levels below ground level, approximately 28 feet deep.*
- *The 330 S. Sepulveda Boulevard component would include four levels below ground level, approximately 41 feet deep.*

Grading required for the Hermosa Beach component would include up to 134,000 cubic yards of cut and 2,000 cubic yards of fill. Grading required for the 305 S. Sepulveda Boulevard component would include 28,500 cubic yards of cut, and for the 330 S. Sepulveda Boulevard component, grading would include 24,000 cubic yards of cut. This amount of excavation would have the potential to result in slope failure or collapse if not appropriately executed with stabilization techniques in place. Shoring of the excavated area would be necessary to maintain the integrity of the area, including potential impacts to adjacent properties and structures due to elevation differences between adjacent properties. Shoring may include lagging, and tie-back structures. Notching to below the ground surface may also be necessary to ensure stability during construction. The shoring contractor would be responsible for the shoring that is selected, the proper design of that shoring, and any notching techniques that may be necessary. This impact would be potentially significant at all three development sites and **MM 4.5-2** would be required to ensure appropriate shoring and cut stabilization, and to avoid adverse effects associated with the potential for failure to occur.

Construction-related ground disturbance at each development site would also have potential to

result in erosion or to accelerate erosion by exposing soils to precipitation and/or wind, or by removing groundcover and thereby destabilizing soils. As described in Section 4.8, *Hydrology and Water Quality*, implementation of the proposed project would include development and implementation of a project-specific Storm Water Pollution Prevention Plan (SWPPP) including Best Management Practices (BMPs) for stormwater management, some of which will address the potential for erosion. Typical BMPs required by a SWPPP include but are not limited to those listed below:

- *Implement erosion and sediment control measures such as: minimize grading, clearing, and grubbing if possible, use mulches and hydroseed to protect exposed soils, use geotextiles and mats to stabilize soils, use drainage swales and dissipation devices, and use erosion control measures outlined in the California Stormwater Quality Association Best Management Practice Handbook.*
- *Implement temporary BMPs such as: Use silt fences, sandbags, and straw wattles; Use temporary sediment basins and check dams; and Use temporary BMPs outlined in the California Stormwater Quality Association Best Management Practice Handbook.*
- *Implement tracking control BMPs to reduce tracking sediment offsite; Use stabilized construction entrance and exit with steel shakers; Use tire wash areas; and Use tracking control BMPs outlined in the California Stormwater Quality Association Best Management Practice Handbook.*

The above BMPs would be included in the project-specific SWPPP for each project component, to be developed for compliance with the federal Clean Water Act. These BMPs would be sufficient to avoid adverse effects associated with the potential for erosion, however each project component would still require mitigation to reduce soil stability hazards.

Overall Impact. The amount of excavation at all three development sites would have the potential to result in slope failure or collapse. Therefore, shoring of the excavated areas would be necessary to maintain the integrity of the area and the overall combined effect of the three project components is the same as that of each component separately and would be potentially significant unless mitigation is incorporated.

Mitigation Measure. Implementation of **MM 4.5-2** for all three project components would reduce soil stability hazard impacts to a less than significant level.

MM 4.5-2 **Geotechnical Recommendations for Foundation Construction.** The applicant shall comply with the following recommendations to address soil stability concerns associated with project-related excavations, and any supplemental recommendations as determined by a geotechnical investigation of the site:

- *Shoring Design. All designs shall be able to withstand the earth pressure resulting from adjacent soils, traffic loading, and temporary equipment used to excavate the slopes and drive the shoring. The shoring contractor shall provide the shoring design to a City-approved geotechnical engineer for review and approval prior to commencement of shoring. Lagging deflection and tie back resistance strength shall be measured in the field to ensure that these features are able to withstand the earth pressures that they will undergo.*

- *Foundation Observations. All foundation excavations shall be observed by a City-approved geotechnical engineer to verify penetration into the recommended bearing materials. The observation shall be performed prior to the placement of reinforcement. All foundation excavations shall be performed under the continuous observation by a City-approved geotechnical engineer to verify penetration into firm, undisturbed natural soils. Foundations shall be deepened if necessary to extend into satisfactory soils, or proper compaction shall be performed to ensure that the foundation slab is built upon dense compact material. Foundation excavations shall be cleaned of all loose soils prior to placing steel and concrete. Any required foundation backfill shall be mechanically compacted; flooding is not permitted.*
- *Construction Monitoring. Compliance with the design concepts, specifications or recommendations during construction requires review by City-approved geotechnical engineer. All foundations shall be observed by a City-approved geotechnical engineer prior to placing concrete or steel. Any fill which is placed shall be observed, tested, and verified if used for engineering purposes. It is the responsibility of the contractor to ensure that all excavations and trenches are properly sloped or shored. All temporary excavations shall be cut and maintained in accordance with applicable Occupational Safety and Health Administration (OSHA) rules and regulations.*
- *Engineering Review. The cities of Hermosa Beach and Manhattan Beach shall review all design plans prior to construction, and incorporate best management practices into final grading and structural design plans as deemed appropriate. In addition, all onsite structures shall be required to comply with applicable provisions of the California Building Code.*

Significance After Mitigation. Implementation of **MM 4.5-2** would ensure that all three components are designed to withstand potential soil instability, and would not cause or be subject to hazards associated with a loss of soil integrity including but not limited to slope failure or erosion. Further, the measures would ensure that the proper construction techniques occur to address potential slope instability during construction. Potential impacts would be reduced to a less than significant level.

IMPACT 4.5-3 ***Would the proposed project be located on expansive soil, creating substantial risks to life or property?***

All three development sites may be located on expansive or corrosive soils. Consequently, proper engineering practices would be required to ensure that soil conditions would not result in significant adverse impacts. With implementation of an appropriate foundation design, impacts associated with unstable or expansive soils would be a ***less than significant with mitigation incorporated*** *for all three project components.*

The Uniform Building Code (UBC) defines "expansive soil" in Table 18-1-B, and provides specific standards for design of buildings and structures. Expansive soils consist largely of clays, which greatly increase in volume when saturated with water and shrink when dried,

potentially resulting in the rise of building foundations during the rainy season and fall during the dry season. Changes in the volume of expansive soils can result in the consolidation of soft clays after the lowering of the water table or the placement of fill. The volume of collapsible soils reduces when the pore spaces in the soil become saturated, causing loss of grain-to-grain contact and possibly dissolving interstitial cement holding the grains apart. Collapsible soils can cause uniform or differential damage to foundations and walls built on this soil type. In some cases, subsidence, or the gradual sinking of land, can occur in collapsible soils (City of Hermosa Beach 2014b: 9-2).

Expansive clays or soils exhibiting shrink-swell characteristics have not been identified as underlying the any three of the development sites. Nevertheless, expansive or collapsible soils could be present and all three project components would be engineered and designed to withstand such conditions.

In addition to the potential for expansive or collapsible soils to be present, it is also anticipated that corrosive soils may be present at the Hermosa Beach site, as they are known to occur throughout the city (City of Hermosa Beach 2014b: 9-2). Because of the proximity to the city of Hermosa Beach, the 305 S. Sepulveda Boulevard site and the 330 S. Sepulveda Boulevard site may also have corrosive soils. Therefore, impacts associated with all three project components would be potentially significant and all three project components would need to be engineered and designed to withstand the potential for corrosive soils.

Overall Impact. Expansive or collapsible soils could be present at all three project components and the overall combined effect of the three project components is the same as that of each component separately. Impacts would be potentially significant unless mitigation is incorporated.

Mitigation Measures. Implementation of **MM 4.5-3(a)** and **MM 4.5-3(b)** for all three project components would reduce expansive and corrosive soil impacts to a less than significant level.

MM 4.5-3(a) **Expansive Soils Evaluation.** A Registered Civil Engineer shall analyze surficial and near-surface soils at the site. Depths of analysis would include soil depths subsequent to grading, prior to excavation, and after excavation. This analysis will be completed prior to onsite construction to determine whether expansive soils are present. In the event that clay-rich, expansive soils are present, foundations shall be designed to accommodate expansive soils, and project foundations and structures may be placed on a blanket of non-expansive fill soils to prevent structural damage and/or failure. Foundation design shall be reviewed and approved by a Registered Civil Engineer.

MM 4.5-3(b) **Corrosive Soils Design.** All concrete in contact with high sulfate or corrosive soils shall be Type V concrete in accordance with the 2010 California Building Code.

Significance After Mitigation. Implementation of **MM 4.5-3(a)** and **MM 4.5-3(b)** would ensure that all three project components are designed with consideration of expansive or

corrosive soils. With these measures, potential impacts would be reduced to a less than significant level for all three project components.

c. Cumulative Impacts. The cumulative projects setting relevant to the proposed project is defined in Section 3.3 of this EIR and in Table 3-1, *Cumulative Projects*, in Section 3, *Environmental Setting*. Because they are located in the general vicinity of the all three development sites, the projects listed in Table 3-1 would be subject to the same types of seismic hazards as the three components of the proposed project. As discussed above, the proposed project would be designed to appropriately withstand seismic hazards and would not combine with seismic impacts of other projects to result in cumulative impacts. Similarly, potential impacts related to soil stability and soil-related hazards including, but not limited to, the presence of expansive soils would be for other projects in the cumulative scenario and described for the proposed project. Compliance with applicable code requirements and the recommendations of site-specific geotechnical evaluations on a case-by-case basis would reduce potential impacts of cumulative projects similarly to how impacts would be reduced or avoided for the proposed project; therefore, the proposed project would not combine with other planned and pending projects to create significant cumulative impacts related to geology and soils. Cumulative impacts would be less than significant.

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4.6 GREENHOUSE GAS EMISSIONS

This section analyzes impacts associated with greenhouse gas (GHG) emissions resulting from the proposed project and potential impacts related to climate change.

4.6.1 Setting

a. Climate Change and Greenhouse Gases. Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. The term "climate change" is often used interchangeably with the term "global warming," but "climate change" is preferred to "global warming" because it helps convey that there are other changes in addition to rising temperatures. The baseline against which these changes are measured originates in historical records identifying temperature changes that have occurred in the past, such as during previous ice ages. The global climate is continuously changing, as evidenced by repeated episodes of substantial warming and cooling documented in the geologic record. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming, as glaciers have steadily retreated across the globe. However, scientists have observed acceleration in the rate of warming during the past 150 years. Per the United Nations Intergovernmental Panel on Climate Change (IPCC, 2014), the understanding of anthropogenic warming and cooling influences on climate has led to a high confidence (95 percent or greater chance) that the global average net effect of human activities has been the dominant cause of warming since the mid-twentieth century (IPCC, 2014).

Gases that absorb and re-emit infrared radiation in the atmosphere are called greenhouse gases (GHGs). The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO_2), methane (CH_4), nitrous oxides (N_2O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

GHGs are emitted by both natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Observations of CO_2 concentrations, globally-averaged temperature, and sea level rise are generally well within the range of the extent of the earlier IPCC projections. The recently observed increases in CH_4 and N_2O concentrations are smaller than those assumed in the scenarios in the previous assessments. Each IPCC assessment has used new projections of future climate change that have become more detailed as the models have become more advanced.

Man-made GHGs, many of which have greater heat-absorption potential than CO_2, include fluorinated gases and sulfur hexafluoride (SF_6) (California Environmental Protection Agency [CalEPA], 2006). Different types of GHGs have varying global warming potentials (GWPs). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common

reference gas (CO_2) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as "carbon dioxide equivalent" (CO_2e), and is the amount of a GHG emitted multiplied by its GWP. CO_2 has a 100-year GWP of one. By contrast, CH_4 has a GWP of 25, meaning its global warming effect is 25 times greater than CO_2 on a molecule per molecule basis (IPCC, 2007).

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat-trapping effect of GHGs, Earth's surface would be about 34 degrees Celsius cooler (CalEPA, 2015). However, it is believed that emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations. The primary GHGs of concern include carbon dioxide, methane, nitrous oxide, and fluorinated gases (HFCS, PFCS, and SF_6). These all contribute to climate change on a global scale and climate change affects numerous environmental resources through potential impacts related to future air temperatures and precipitation patterns. (See Appendix C for a description of each GHG and the potential effects of climate change) .

b. Greenhouse Gas Emissions Inventory. Based upon the California Air Resources Board (CARB) California Greenhouse Gas Inventory for 2000-2014, California produced 441.5 MMT of CO_2e in 2014 (CARB, 2016). The major source of GHG in California is transportation, contributing 37 percent of the state's total GHG emissions. Industrial sources are the second largest source of the state's GHG emissions, contributing 24 percent of the state's GHG emissions (CARB, 2016). California emissions are due in part to its large size and large population compared to other states. However, a factor that reduces California's per capita fuel use and GHG emissions, as compared to other states, is its relatively mild climate. The CARB has projected statewide unregulated GHG emissions for the year 2020 will be 509.4 MMT of CO_2e (CARB, 2016). These projections represent the emissions that would be expected to occur in the absence of any GHG reduction actions.

In 2015, the City of Hermosa Beach adopted an Energy Efficiency Climate Action Plan. In the plan, a GHG inventory was prepared for the city for baseline years 2005 and 2012. Results of the inventory are shown in Table 4.6-1. Additionally, the Hermosa Beach City Council declared on March 16, 2010, that the City will pursue a goal of carbon neutrality by 2020. After declaring its goal, the Hermosa Beach City Council, in cooperation with the South Bay City Council of Governments and South Bay Environmental Services Center, has utilized its Municipal and Community Emissions Inventories to gauge the carbon emissions, sources, and activities for the city. In 2009, its City Council appointed nine residents to make up the Hermosa Beach Green Task Force, which created the 2011 Sustainability Plan. Through the Green Task Force and Sustainability Plan, Hermosa Beach began to take strides towards carbon neutrality and is currently in the process of updating its climate action plan.

Table 4.6-1
Hermosa Beach Citywide GHG Emissions

Source	2005 Total	2012 Total	% Change 2005 to 2012	Business as Usual 2020 Forecast
Community (MT of CO_2e)	137,160	126,611	-7.7%	125,982
Municipal(MT of CO_2e)	1,501	1,372	-8.6%	1,801
Total (MT of CO_2e)	**138,661**	**127,983**	**-7.8%**	**127,783**

Source: City of Hermosa Beach Energy Efficiency Climate Action Plan, December 2015, Tables 1 and 2.

In 2015, the City of Manhattan Beach adopted the 2015 Energy Efficiency Climate Action Plan. This included a 2005 and 2012 GHG emissions inventory. Results of the inventory are shown in Table 4.6-2.

Table 4.6-2
Manhattan Beach Citywide GHG Emissions

Source	2005 Total	2012 Total	% Change 2005 to 2012	Business as Usual 2020 Forecast
Community (MT of CO_2e)	339,798	310,065	-8.8%	313,741
Municipal(MT of CO_2e)	5,321	4,854	-9%	4,854
Total (MT of CO_2e)	**345,119**	**314,919**	**-8.8%**	**318,595**

Source: City of Manhattan Beach Energy Efficiency Climate Action Plan, December 2015, Tables 1 and 2.

c. Regulatory Setting. The following California regulations address both climate change and GHG emissions. For international and federal regulations, see Appendix C.

California Regulations. California Air Resources Board (CARB) is responsible for the coordination and oversight of state and local air pollution control programs in California. California has a numerous regulations aimed at reducing the state's GHG emissions. Some of these initiatives are summarized below.

California's major initiative for reducing GHG emissions was outlined in Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006, signed into law in 2006. AB 32 codified the statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15 percent reduction below 2005 emission levels, the same requirement as under Executive Order S-3-05), and requires CARB to prepare a scoping plan that outlines the main state strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions.

Senate Bill (SB) 97, signed in August 2007, acknowledges that climate change is an environmental issue that requires analysis in California Environmental Quality Act (CEQA) documents. In March 2010, the California Resources Agency (Resources Agency) adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG

emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

Senate Bill (SB) 375, signed in August 2008, enhances the state's ability to reach AB 32 goals by directing CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles for 2020 and 2035. In addition, SB 375 directs each of the state's 18 major Metropolitan Planning Organizations (MPO) to prepare a "sustainable communities strategy" (SCS) that contains a growth strategy to meet these emission targets for inclusion in the Regional Transportation Plan (RTP). The Southern California Association of Governments (SCAG) was assigned targets of an 8 percent reduction in GHGs from transportation sources by 2020 and a 13 percent reduction in GHGs from transportation sources by 2035. SCAG adopted a regional SCS in 2012 and adopted an updated version of the SCS in April 2016. In September 2016, SB 32 was signed into law, formally codifying the 40 percent GHG emission reduction target adopted by Governor Brown in April 2015 through an executive order (B-30- 15) into California legislation. SB 32 became effective on January 1, 2017 and requires the CARB to develop technologically feasible and cost effective regulations to achieve the targeted 40 percent GHG emission reduction. The CARB is currently working to update the Scoping Plan to provide a framework for achieving the 2030 target. The updated Scoping Plan is expected to be completed and adopted by the CARB in spring 2017 (CARB 2017). At the time of this report, a draft scoping plan has been released for comment but has not been finalized. The most recent public workshop on the 2030 Target Scoping Plan Update discussing GHG policy scenarios was held on January 26, 2017 (CARB 2017).

For more information on the Senate and Assembly Bills, Executive Orders, and reports discussed above, and to view reports and research referenced above, please refer to the following websites: www.climatechange.ca.gov and www.CARB.ca.gov/cc/cc.htm.

California Environmental Quality Act. Pursuant to the requirements of SB 97, the Resources Agency adopted amendments to the *CEQA Guidelines* for the feasible mitigation of GHG emissions and analysis of the effects of GHG emissions. The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

Local Regulations.

Hermosa Beach. The City of Hermosa Beach has developed and adopted various programs and plans to reduce greenhouse gas (GHG) emissions. The City's Sustainability Plan (2011), Clean Fleet Policy and Action Plan (2013), Carbon Neutral Scoping Plan (2013), Living Streets Policy (2012), Green Building Code updates, municipal electrical power reduction programs, and electric vehicle programs, among others, are designed to reduce GHG emissions in the city consistent with AB 32 GHG reduction targets.

The City's Climate Action Plan (CAP) is currently being updated. Policies and actions for reducing GHG emissions attributed to land use and transportation sources have yet to be released. It is expected that the CAP will be finalized after the General Plan update is adopted. The goal of the new CAP is to provide a framework for implementing community-wide carbon neutrality goals.

The City has adopted the California Green Building Standards Code (Part 11 of Title 24 of the California Code of Regulations). In addition, Section A5.106 of the City's Municipal Code includes additional green building requirements for non-residential construction. These include exceeding the California Energy Code's 2008 Energy Efficiency Standards by 15 percent (Section A5.203.1.1).

The City is also undergoing a General Plan update. The draft of the General Plan contains policies regarding greenhouse gas emissions such as a goal to achieve net neutrality. However, this plan is still in development and has yet to be adopted.

In addition to Citywide GHG reduction efforts, the South Bay Cities Council of Governments (SBCCOG), which is the local council of governments, developed a voluntary integrated land use and transportation Sustainable Communities Strategy to reduce GHG emissions from new development and transit. Reducing the reliance on personal motor vehicles by encouraging alternative modes and mass transit use is consistent with SCAG's goals to reduce GHG emissions by 13 percent by year 2035 throughout Southern California. The reduction in motor vehicle fuel consumption would directly and indirectly result in reductions in GHG emissions, which also results in lower criteria pollutant emissions.

Manhattan Beach. The City of Manhattan Beach developed the Environmental Action Plan utilizing previous environmental initiatives and work plans adopted by the City Council, as well as input from the City's Environmental Task Force and Council co-chairs. It is designed to assist the City in meeting its commitments under the Beacon Award and Energy Leader programs, and the CA Green Communities Program and Earth Hour City Challenge. It also serves as a guiding document to assist in meeting the environmental sustainability goals of the City.

The City has endorsed the U.S. Mayors Climate Protection Agreement in an effort to reduce GHG emissions and has adopted a reduction target that coincides with statewide goals to reduce community-wide GHG emissions to 15 percent below 2005 levels by 2020. By May 2012, the City reduced electricity consumption to 3 percent below 2005 levels.

A water conservation ordinance was enacted by the City to help meet California's drought requirements that was lifted in 2011. However, the Permanent Water Conservation Requirements in the ordinance remain active and the City has seen a drop of 50 percent in community-wide water conservation. The goal represents water usage of 5,397 acre-feet by 2020, while water usage was at 5,622 acre-feet in May 2012.

Key Practice Areas identified in the City of Manhattan Beach 2012-2013: Environmental Action Plan fall under the categories of energy efficiency and renewable energy, water conservation, pollution prevention and waste reduction, and promoting community and individual action. (City of Manhattan Beach, 2012)

4.6.2 Impact Analysis

a. Methodology and Significance Thresholds. Based on Appendix G of the *CEQA Guidelines*, impacts related to GHG emissions from the proposed project would be significant if the project would:

1. *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment*
2. *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases*

The majority of individual projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence to climate change. However, physical changes caused by a project can contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15064[h][1]).

The significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds, or consistency with a regional GHG reduction plan (such as a Climate Action Plan). Both Hermosa and Manhattan Beach have adopted various plans aimed at reducing GHG emissions and associated environmental impacts, but neither has adopted specific GHG emissions thresholds. Consequently, for purposes of this EIR, the significance of the project's impacts is determined based on consistency with applicable SCAG and City policy documents. The project's impact would be significant if it would be inconsistent with an adopted local or regional policy aimed at GHG reduction.

The SCAQMD has adopted a quantitative GHG threshold, which was adopted in December 2008 which, considers emissions of over 10,000 MT of CO_2e/year to be significant. However, the SCAQMD's threshold applies only to stationary sources and is intended to apply only when the SCAQMD is the CEQA lead agency.

In the latest guidance provided by the SCAQMD's GHG CEQA Significance Threshold Working Group in September 2010, SCAQMD considered a tiered approach to determine the significance of residential and commercial projects. The draft-tiered approach is outlined in the meeting minutes, dated September 29, 2010.

Tier 1 *If the project is exempt from further environmental analysis under existing statutory or categorical exemptions, there is a presumption of less than significant impacts with respect to climate change. If not, then the Tier 2 threshold should be considered.*

Tier 2 *Consists of determining whether or not the project is consistent with a GHG reduction plan that may be part of a local general plan, for example. The concept embodied in this tier is equivalent to the existing concept of consistency in CEQA Guidelines section 15064(h)(3), 15125(d) or 15152(a). Under this Tier, if the proposed project is consistent with the qualifying local GHG reduction plan, it is not significant for GHG emissions. If there is not an adopted plan, then a Tier 3 approach would be appropriate.*

Tier 3 *Establishes a screening significance threshold level to determine significance. The Working Group has provided a recommendation of 3,000 metric tons (MT) of CO_2e per year for mixed use projects.*

Tier 4 *Establishes a service population threshold to determine significance. The Working Group has provided a recommendation of 4.8 MT of CO_2e per year for land use projects.*

Because the SCAQMD has not adopted GHG emissions thresholds that apply to land use projects where the SCAQMD is not the lead agency and no GHG emissions thresholds or qualifying local GHG reduction plan have been adopted in the City Hermosa Beach or Manhattan Beach, the project is evaluated based on the SCAQMD's recommended/preferred option threshold for all land use types of 3,000 MT of CO_2e per year (SCAQMD, "Proposed Tier 3 Quantitative Thresholds – Option 1", September 2010). Therefore, the project's contribution to cumulative impacts related to GHG emissions and climate change would be cumulatively considerable if the project would produce in excess of 3,000 MT of CO_2e/year.

The SCAQMD's recommended thresholds are specific to AB 32 goals and do not take into account the recently adopted 2030 GHG reduction targets contained in SB 32. At the time of this report, a draft scoping plan to provide a framework for achieving the 2030 target has been released for comment but has not been finalized. Therefore, the project is also analyzed against a project-specific per service person emissions threshold of 6 MT of CO_2e per year based on the State's SB32 GHG reduction goals. In order to establish a per service person emission rate for each project component, the project emissions for each component and the total of both components were divided by the expected number of employees expected to be employed by each component and the total of both components (CARB Scoping Plan, 2017).

Study Methodology. Calculations of CO_2, CH_4, and N_2O emissions are provided to identify the magnitude of potential project effects. The analysis focuses on CO_2, CH_4, and N_2O because these make up 98.9 percent of all GHG emissions by volume (IPCC, 2007) and are the GHG emissions that the project would emit in the largest quantities. Fluorinated gases, such as HFCs, PFCs, and SF_6, were also considered for the analysis. However, because the project is a commercial development, the quantity of fluorinated gases would not be significant since fluorinated gases are primarily associated with industrial processes. Emissions of all GHGs are converted into their equivalent GWP in terms of CO_2 (CO_2e). Minimal amounts of other GHGs (such as chlorofluorocarbons [CFCs]) would be emitted. However, these other GHG emissions would not substantially add to the total calculated CO_2e amounts. Calculations are based on the methodologies discussed in the California Air Pollution Control Officers Association (CAPCOA) *CEQA and Climate Change* white paper (January 2008) and included the use of the California Climate Action Registry (CCAR) General Reporting Protocol (January 2009).

GHG emissions associated with the proposed project were calculated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2 (see Appendix C for calculations).

Neither the Hermosa Beach nor the Manhattan Beach Energy Efficiency Climate Action Plans addressed the recently enacted SB 32 goals for 2030 and, therefore, may not be sufficient to demonstrate compliance with the most up-to-date state emission reduction goals. Therefore, this analysis considers CAP consistency as well as an additional quantitative approach to address SB 32.

Operational Emissions. CalEEMod provides operational emissions of CO_2, N_2O, and CH_4. Emissions from energy use include electricity and natural gas use estimates provided by Glumac, which used eQUEST 3.65, an energy modeling software (See Glumac Memorandum in Appendix C). The emissions factors for natural gas combustion are based on EPA's AP-42, (*Compilation of Air Pollutant Emissions Factors*) and CCAR. Electricity emissions are calculated by multiplying the energy use times the carbon intensity of the utility district per kilowatt hour (CalEEMod User

Guide, 2013). The default electricity consumption values in CalEEMod include the CEC-sponsored California Commercial End Use Survey (CEUS) and Residential Appliance Saturation Survey (RASS) studies. The project applicant is seeking Leadership in Energy and Environmental Design (LEED) Gold Certification. Measures proposed to meet LEED Gold Certification requirements include energy efficiency and renewable energy production.

Emissions associated with area sources, including consumer products, landscape maintenance, and architectural coating, were calculated in CalEEMod utilizing standard emission rates from CARB, the U.S. Environmental Protection Agency, and emission factor values provided by the local air district (CalEEMod User Guide, 2013).

Emissions from waste generation were also calculated in CalEEMod and are based on the IPCC's methods for quantifying GHG emissions from solid waste using the degradable organic content of waste (CalEEMod User Guide, 2013). Waste disposal rates by land use and overall composition of municipal solid waste in California was primarily based on data provided by the California Department of Resources Recycling and Recovery (CalRecycle).

Emissions from water and wastewater usage calculated in CalEEMod were based on the default electricity intensity from the CEC's 2006 Refining Estimates of Water-Related Energy Use in California using the average values for Northern and Southern California.

For mobile sources, CO_2 and CH_4 emissions were quantified in CalEEMod. Because CalEEMod does not calculate N_2O emissions from mobile sources, N_2O emissions were quantified using the California Climate Action Registry General Reporting Protocol (January 2009) direct emissions factors for mobile combustion (see Appendix C for calculations). The estimate of total daily trips associated with the proposed project was based on trip generation rates listed in the traffic study prepared for the proposed project (see Section 4.12, *Transportation and Circulation).* Trip length was based on the complete set of zip codes of where current Manhattan Beach Skechers employees live and the various commute distances for each employee. Based on the proportion of employees that commute from various locations, the average vehicle miles traveled (VMT) of a Skechers employee was calculated from January 2017 data. This employee zip code information is comparable to the traffic study's trip distribution model. The distribution patterns also correspond to the SCAG regional trip distribution model, as noted in the LA County Congestion Management Program for this sub-region. Emission rates for N_2O emissions were based on the vehicle mix output generated by CalEEMod, which are based on the Air Resources Board EMFAC mix for the region (no EV vehicles are assumed in the mix)and the emission factors found in the California Climate Action Registry General Reporting Protocol.

Construction Emissions. Although construction activity is addressed in this analysis, CAPCOA does not discuss whether any of the suggested threshold approaches adequately address impacts from temporary construction activity. As stated in the *CEQA and Climate Change* white paper, "more study is needed to make this assessment or to develop separate thresholds for construction activity" (CAPCOA, 2008). Nevertheless, air districts such as the SCAQMD (2011) have recommended amortizing construction-related emissions over a 30-year period in conjunction with the proposed project's operational emissions.

Construction of the proposed project would generate temporary GHG emissions primarily due to the operation of construction equipment onsite as well as from vehicles transporting construction workers to and from the three development sites and heavy trucks to export earth

materials offsite. Site preparation and grading typically generate the greatest amount of emissions due to the use of grading equipment and soil hauling. CalEEMod provides an estimate of emissions associated with the construction period, based on parameters such as the duration of construction activity, area of disturbance, and anticipated equipment use during construction.

b. Project Impacts and Mitigation Measures.

IMPACT 4.6-1 ***Would the proposed project generate greenhouse gas emissions that may have a significant impact on the environment or conflict with an applicable plan, policy, or regulation adopted to reduce greenhouse gas emissions?***

All three project components would generate temporary construction and permanent operational GHG emissions that would incrementally contribute to climate change. However, all three components would be consistent with applicable GHG plans and policies, including the SCAG Sustainable Communities Strategy and both the Hermosa and Manhattan Beach Energy Efficiency Climate Action Plans. Therefore, the project's contribution to cumulative climate change impacts would be ***less than significant.***

Consistency with Applicable Plans and Policies. As discussed in the *Setting*, the SCAG SCS contains a number of strategies that are applicable to the proposed project. In addition, the cities of Hermosa Beach and Manhattan Beach have both adopted various plans and policies that apply. Table 4.6–3 compares the proposed project, as a whole, to the SCAG SCS (sections associated with reducing GHG emissions). Tables 4.6-4 and 4.6-5 compare the Hermosa Beach and Manhattan Beach components to their respective city plans. As illustrated in these tables, the proposed project would not conflict with GHG reduction strategies set forth by the SCAG SCS or by either of the two cities' General Plans and/or Climate Action Plans.

Both the Hermosa Beach component and Manhattan Beach components are consistent with all applicable SCAG SCS Greenhouse Gas Emission Reduction Strategies. This is because the project provides additional employment in an urban setting where it would be accessible by alternative modes of transportation such as walking, biking, and transit. The project includes facilities to encourage alternative transportation such as bicycle storage lockers in addition to showers and personal storage lockers.

The Hermosa Beach CAP includes actions to reduce GHG emissions in that city. The CAP states energy strategies that pertain to community and municipal entities. Table 4.6-4 discusses a goal from the Hermosa Beach CAP that applies to the Hermosa Beach component.

The Manhattan Beach CAP also includes actions to reduce GHG emissions in that city. The CAP includes a variety of energy strategies that apply. Along with the CAP, the City's General Plan includes various measures related to GHG emissions. Table 4.6-5 discusses consistency of the two Manhattan Beach components with applicable City of Manhattan Beach policies.

Table 4.6-3
Project Consistency with Applicable SCAG SCS Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
Land Use Actions and Strategies	
Support projects, programs, policies and regulations that encourage the development of complete communities, which includes a diversity of housing choices and educational opportunities, jobs for a variety of skills and education, recreation and culture, and a full-range of shopping, entertainment, and services all within a relatively short distance.	**Consistent** The proposed project involves commercial uses in an urbanized area along a major transportation corridor. All three development sites are in proximity to existing residential and commercial development. Existing public transit facilities are located within 0.1 mile of the all three development sites. The project would provide jobs in close proximity to housing and would involve efficient use of the land by developing/redeveloping vacant and underutilized sites. Based on existing Skechers employee trends, sufficient housing would be available in Hermosa and Manhattan Beach to meet the housing demand created by potential new employees. Also, based on existing Skechers employee trends, vehicle miles traveled to the three development sites would be lower than the regional average. The proposed project would be consistent with efforts to provide jobs for a variety of skills and education levels. Compared to other cities, Hermosa Beach has a greater proportion of residents that commute outside the city due to the lack of jobs in the area and the project would also help increase the number of jobs available in Hermosa Beach. See Section 4.11, *Population & Housing*, for more information.
Transportation Network Actions and Strategies	
Explore and implement innovative strategies and projects that enhance mobility and air quality, including those that increase the walkability of communities and accessibility to transit via non-auto modes, including walking, bicycling, and neighborhood electric vehicles (NEVs) or other alternative fueled vehicles.	**Consistent** The three development sites are in an urbanized area and in close proximity to existing residential and commercial development. Existing public transit facilities are located within 0.1 miles of all three development sites. The project would be walkable and pedestrian access to the existing transit would be available.
Collaborate with local jurisdictions to plan and develop residential and employment development around current and planned transit stations and neighborhood commercial centers.	**Consistent** The three development sites are in an urbanized area and in close proximity to existing public transit facilities along the SR 1 corridor. A Los Angeles County Metropolitan Transportation Authority (Metro) near-side bus stop is located on the southbound SR 1 approach to Longfellow Avenue/Longfellow Drive for Metro Route 232. Also, a near-side bus stop is provided on the northbound SR 1 approach to Duncan Avenue – Duncan Drive for Metro Route 232. The project would not alter or conflict with the transit facility plans that have identified these transit facilities. The proposed project would not conflict with efforts to support the use of public transportation.
Develop first-mile/last-mile strategies on a local level to provide an incentive for making trips by transit, bicycling, walking, or neighborhood electric vehicle or other ZEV options.	**Consistent** The three development sites are in an urbanized area and in proximity to existing residential and commercial development. Existing public transit facilities are located near all three development sites. The proposed project would include pedestrian connections to the existing developed areas surrounding the site as well as access to transit. The project would also include showers, bicycle parking and storage, an employee shuttle, parking spaces for electrical vehicles, electrical charging stations, and transportation demand management strategies. See Section 2, *Project Description and* Mitigation Measure 4.12-2(g) in Section 4.12, *Transportation and Circulation,* for more details.

Table 4.6-3
Project Consistency with Applicable SCAG SCS Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
Transportation Demand Management Actions and Strategies	
Support work-based programs that encourage emission reduction strategies and incentivize active transportation commuting or ride-share modes.	*Not applicable*. However, Skechers employees could take advantage of local active transportation and ride-share opportunities. In addition, as discussed above, the project would also include showers, electric bikes, bicycle parking and storage, an employee shuttle, parking spaces for electrical vehicles, electrical charging stations, and additional transportation demand management strategies. See Section 2, *Project Description, and* Mitigation Measure 4.12-2(g) in Section 4.12, *Transportation and Circulation for more details.*
Encourage the development of telecommuting programs by employers through review and revision of policies that may discourage alternative work options.	*Not applicable*. However, Skechers employees could telecommute as appropriate. As discussed in Section 2, *Project Description*, although Skechers does not have a formal telecommuting program, many Skechers employees regularly telecommute or otherwise work remotely. Some employees do not report to the office on a regular schedule because they are working oversees or in other remote locations.
Clean Vehicle Technology Actions and Strategies	
Develop a Regional PEV Readiness Plan with a focus on charge port infrastructure plans to support and promote the introduction of electric and other alternative fuel vehicles in Southern California.	*Not applicable*, but the project would include electric bikes, parking spaces for electrical vehicles and electrical charging stations.

Table 4.6-4
Hermosa Beach Component Consistency with City Plans

Strategy	Project Consistency
City of Hermosa Beach: Energy Efficiency Climate Action Plan	
Goal 4: Increase Energy Efficiency in New Commercial Development Measure 4.1 Encourage or Require EE Standards Exceeding Title 24	**Consistent** The project applicant is seeking LEED Gold Status for the entire project. The green-rated building would achieve Gold accreditation through the following: • Electric vehicle (EV) charging infrastructure as required by the CALGreen requirements • Charging stations in the parking garages in addition to designated car pool and van pool parking • More designated spaces for EV and low carbon vehicles than required by City Code • Lunchtime shuttle from the project site to downtown Hermosa Beach and Manhattan Beach to reduce vehicle trips and GHG emissions • Compliance with all impact development (LID) requirements for stormwater management • Use of greywater to irrigate landscaping • Use of solar panels along with non-reflective view glass to reduce non-renewable energy use • Employee bicycle parking and storage lockers • Showers and lockers for personal belongings for employee use • Electric bikes for use in commuting and/or workday errands

Table 4.6-5
Manhattan Beach Component Consistency with City Plans

Strategy	Project Consistency
City of Manhattan Beach: Energy Efficiency Climate Action Plan	
Goal 4: Increase Energy Efficiency in New Commercial Development Measure 4.1 Encourage or Require EE Standards Exceeding Title 24	**Consistent** The project applicant is seeking LEED Gold Status for the entire project, including both Manhattan Beach components. The green rated building would achieve Gold accreditation through the following processes: • Electric vehicle (EV) charging infrastructure as required by the CALGreen requirements • Charging stations in the parking garages in addition to designated car pool and van pool parking • More designated spaces for EV and low carbon vehicles than required by City Code • Lunchtime shuttle from the project site to downtown Hermosa Beach and Manhattan Beach to reduce vehicle trips and GHG emissions • Compliance with all impact development (LID) requirements for stormwater management • Use greywater to irrigate landscaping • Use of solar panels along with non-reflective view glass to reduce non-renewable energy use • Employee bicycle parking and storage lockers • Showers and lockers for personal belongings for employee use • Electric bikes for use in commuting and/or workday errands
City of Manhattan Beach General Plan	
CR- 5.7 and 5.8 Encourage development proposals to use "green" approaches to building design and construction as well as sustainable building practices.	**Consistent** Similar to the Hermosa Beach component, the project applicant is seeking Leadership in Energy and Environmental Design (LEED) Gold certification for the building at 305 S. Sepulveda Boulevard. Measures proposed to meet LEED Gold Certification requirements are similar to those described for the Hermosa Beach Component.
I-4.2 Encourage provision of onsite parking for employees through Use Permits.	**Consistent** The 305 S. Sepulveda Boulevard Component would provide a total of 199 parking spaces and 6 bicycle parking spaces. The 330 S. Sepulveda Boulevard Component would include 127 total parking spaces and 20 bicycle parking spaces. Both components meet code requirements.

The proposed project would incrementally increase GHG emissions. However, as indicated in Tables 4.6-3 through 4.6-5, neither the Hermosa Beach component nor either Manhattan Beach component would conflict with applicable SCAG'S SCS GHG emission reduction strategies or Hermosa Beach or Manhattan Beach CAP goals.

The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. Hermosa Beach and Manhattan Beach do not have project specific thresholds

for GHG emissions. Therefore, the project was analyzed against SCAQMD's *Tier 3* threshold of 3,000 MT of CO_2e per year for GHG emissions (see Appendix B for full CalEEMod worksheets) and a project specific per service person emissions threshold of 6 MT of CO_2e per year based on the State's SB32 GHG reduction goal. In order to establish a per service person emission rate for each project component, the project emissions for each component and the total of both components were divided by the expected number of employees expected to be employed by each component and the total of both components (CARB Scoping Plan, 2017).

Construction Emissions. Construction activity is estimated to occur over a period of approximately 30 months for the Hermosa Beach component and 24 months for the Manhattan Beach components. As shown in Table 4.6-6, construction activity for the proposed project would generate an estimated 2,874 MT of CO_2e. Following the SCAQMD's recommended methodology to amortize emissions over a 30-year period (the assumed life of the project), construction of the proposed project would generate an estimated 96 MT of CO_2e per year.

Table 4.6-6
Construction Annual Emissions of Greenhouse Gases

Year	Hermosa Beach Component Annual Emissions (Metric Tons [CO_2e])	Manhattan Beach Components Annual Emissions (Metric Tons [CO_2e])
Total	2,056 MT	818 MT
Amortized over 30 years	69 MT per year	27 MT per year

See Appendix C for CalEEMod Results.

Operational Indirect and Stationary Direct Emissions. Long-term emissions relate to area sources (consumer products and landscape maintenance equipment), energy use, solid waste, water use, and transportation. Mobile source GHG emissions were estimated using the average daily trips for the proposed project according to the project traffic study (see Appendix F for the traffic study) and based on the total vehicle miles traveled (VMT) estimated in CalEEMod. The proposed project would generate almost 4.8 million annual VMT from both. As noted above, CalEEMod does not calculate N_2O emissions related to mobile sources. As such, N_2O emissions were calculated based on the project's VMT using calculation methods provided by the California Climate Action Registry General Reporting Protocol (January 2009).

Table 4.6-7 shows operational emissions associated with the 305 S. Sepulveda Boulevard site in Manhattan Beach. Table 4.6-8 combines the construction, operational, and mobile GHG emissions associated with development of the proposed project, and subtracts operational and mobile emissions associated with 305 S. Sepulveda Boulevard properties. As shown in Table 4.6-8, the Hermosa Beach component would generate 1,813 MT of CO_2e per year, and the Manhattan Beach components would generate a net addition of 485 MT of CO_2e per year.

Emissions for each project component and for the combined project components would be under the SCAQMD Working Group's recommended 3,000 metric ton CO_2E threshold. As discussed in the "Methodology and Significance Thresholds" section, this threshold is used to determine the significance of project impacts in addition to the service population 6 metric ton CO_2e per person threshold.

Table 4.6-7
Greenhouse Gas Emissions
305 S. Sepulveda Boulevard Site

Emission Source	Existing Annual Emissions from Existing Development (Metric Tons CO_2e)
Project Operational	
Area	<0.1
Energy	78
Solid Waste	20
Water	16
Project Mobile	
CO_2 and CH_4	356
N_2O	17
Total	**487**

1. Sources: See Appendix C for CalEEMod annual results, for GHG emission factor assumptions.
2. Calculation sheets for N_2O mobile emissions are included in Appendix C.

Table 4.6-8
Manhattan Beach and Hermosa Beach Project
Combined Annual Emissions of Greenhouse Gases

Emission Source	Hermosa Beach Component Annual Emissions (Metric Tons CO_2e)	Manhattan Beach Components Annual Emissions (Metric Tons CO_2e)	Combined Projects Annual Emissions (Metric Tons CO_2e)
Project Construction (Amortized amount from Table 4.6-3)	69	27	96
Project Operational			
Area	<0.1	<0.1	<0.1
Energy	367	17924	546
Solid Waste	56	51	80
Water	107		158
Project Mobile			
CO_2 and CH_4	1,153	656	1,809
N_2O	61	35	96
Total Proposed Emissions	**1,813**	**972**	**2,785**
Total Existing Emissions (from Table 4.6-7)	**--**	**(487)**	**(487)**
Net Addition of Emissions	**1,813**	**485**	**2,298**
Service Population (# of employees)	**430**	**225**	**655**
Emissions Per Person MT of CO_2e/SP/year	**4.2**	**2.2**	**3.5**
SB 32 2030 GHG Emissions Per Person Goal	**6.0**		

Source: Tables 2.1, 2.2 and 4.2 in CalEEMod annual worksheets and the N_2O mobile emissions worksheet. See Appendix C for calculations and for GHG emission factor assumptions. Numbers may not sum to total due to rounding.
( ) Parentheses denotes subtraction

As shown in Table 4.6-8, the project was analyzed against a per person emission threshold of 6 MT of CO_2e based on the States SB 32 2030 GHG reduction goal. The per person emissions for each project component and the combined projects would all be under the 6 MT of CO_2e threshold. Therefore, since the project would not exceed any GHG thresholds, the proposed project's impacts related to GHG emissions and climate change would be less than significant. Also, emissions for the combined project components would be 2,298 MT of CO_2e and therefore, under the SCAQMD Working Group's recommended 3,000 MT threshold.

Overall Impact. As discussed above, none of the three project components separately or combined would generate GHG emissions that exceed quantitative significance thresholds or conflict with an applicable plan, policy, or regulation adopted to reduce GHG emissions. For these reasons, the three components combined would not have a significant impact with respect to GHG emissions or climate change.

Mitigation Measures. Mitigation is not required.

c. Cumulative Impacts. Table 4.6-9 shows the estimated GHG emissions that the project components would generate as a percentage of estimated citywide emissions. Considering the project as whole between the two cities, project emissions would be less than 1 percent of the combined cities' 2020 forecasted annual emissions. As indicated in Impact 4.6-1, GHG emissions associated with the proposed project would not exceed significance thresholds. Analysis of GHG-related impacts is cumulative in nature as climate change is related to the accumulation of GHGs in the global atmosphere. Although cumulative increases in atmospheric GHGs may be significant on a global scale, the proposed project's contribution to cumulative levels of GHGs is not considered considerable since emissions associated with the project would not exceed quantitative thresholds and proposed development would comply with and implement applicable local and regional plans and policies pertaining to GHG reduction.

Table 4.6-9
Cumulative Considerations for Emissions of Greenhouse Gases

	Citywide Business as Usual Annual CO_2e Emissions * (metric tons)	Proposed Project Components' Annual Contribution of CO_2e Emissions (metric tons)	Project Emissions as a Percentage of Citywide Emissions
Hermosa Beach	127,783	1,813	1.4%
Manhattan Beach	318,595	485	0.2%
Total	**446,378**	**2,298**	**0.5%**

** From City of Hermosa Beach Energy Efficiency Climate Action Plan (2015) and City of Manhattan Beach Energy Efficiency Climate Action Plan (2015).*

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4.7 HAZARDS AND HAZARDOUS MATERIALS

This section addresses the proposed project's impacts regarding hazards and hazardous materials. The analysis focuses on potential health risks associated with impacts relating to ongoing industrial activities in the site vicinity and possible historic soil contamination on-site. For the Hermosa Beach component of the project, the analysis relies in part on Phase I and II Environmental Site Assessments (ESAs) and a summary report prepared by JHA Associates, Inc. and SCS Engineers. For the two Manhattan Beach components of the project, the analysis relies on a hazards and hazardous materials database search.

4.7.1 Setting

a. Regulatory Setting. Federal, state, and/or, local government laws define hazardous materials as substances that are toxic, flammable/ignitable, reactive, or corrosive. Extremely hazardous materials are substances that show high or chronic toxicity, carcinogenic, bioaccumulative properties, persistence in the environment, or that are water reactive. Hazardous materials impacts are normally a result of project-related activities disturbing or otherwise encountering such materials in subsurface soils or groundwater during site grading or dewatering. Other means for human contact with hazardous materials are transportation accidents associated with the transportation of hazardous materials along highways and railroads.

At the federal level, the U.S. Environmental Protection Agency (USEPA) has primary responsibility for enforcing laws and regulations that govern the use, storage, and disposal of hazardous materials and hazardous waste. The Resource Conservation and Recovery Act of 1976 (RCRA) defines when a hazardous substance is a hazardous waste based on a number of criteria, and regulates hazardous wastes from "cradle to grave," that is, from generation of the waste through disposal. Title 49 of the Code of Federal Regulations (CFR 49) contains lists of more than 2,400 hazardous materials and regulates the transport of hazardous materials. The Occupational Health and Safety Administration (OSHA) published standard 1910.120, which addresses dangers that hazardous materials pose in the workplace.

The standard requires that employers evaluate the potential health hazard that hazardous materials pose in the workplace and communicate information concerning hazards and appropriate protective measures to employees. Under OSHA standard 1910.120, a health hazard is defined to mean "a chemical for which there is statistically significant evidence based on at least one study conducted in accordance with established scientific principles that acute or chronic health effects may occur in exposed employees." The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, also known as Superfund, was established to hold multiple parties, including past and present owners, operators, transporters, and generators jointly, severally, and strictly liable for the remediation costs of a hazardously contaminated site.

At the state level, under Title 22, Division 4.5 of the California Code of Regulations (CCR 22), the California Department of Toxic Substance Control (DTSC) regulates hazardous waste in California primarily under the authority of the federal Resource Conservation and Recovery Act of 1976, and the California Health and Safety Code. The DTSC is responsible for permitting, inspection, compliance, and corrective action programs to ensure that entities that generate,

store, transport, treat, or dispose of potentially hazardous materials and waste comply with federal and state laws. The DTSC defines hazardous waste as waste substances that can pose a substantial or potential hazard to human health or the environment when improperly managed. Hazardous waste possesses at least one of these four characteristics: ignitability, corrosivity, reactivity or toxicity; or appearing on special USEPA lists. Division 1 of Title 8 of CCR8 details general industry safety orders, including control of hazardous substances.

The State of California Water Resources Control Board (SWRCB) also regulates the handling, storage, and disposal of hazardous substances in construction projects. CalEPA is directly responsible for administrating the "Unified Program," which consolidates and coordinates the administrative requirements, permits, inspections, and enforcement activities for environmental and emergency management programs. The Unified Program is intended to provide relief to businesses complying with the overlapping and sometimes conflicting requirements of formerly independently managed programs and is implemented at the local government level by Certified Unified Program Agencies (CUPA). A local CUPA is responsible for administering/overseeing compliance with the following programs, as required by state and federal regulations:

- *Hazardous Materials Release Response Plans and Inventories (Business Plans)*
- *California Accidental Release Prevention (CalARP) Program*
- *Underground Storage Tank Program (UST)*
- *Aboveground Petroleum Storage Act Requirements for Spill Prevention, Control and Countermeasure (SPCC) Plans (AST)*
- *Hazardous Waste Generator and On-site Hazardous Waste Treatment (tiered permitting) Programs*
- *California Uniform Fire Code: Hazardous Material Management Plans and Hazardous Material Inventory Statements*

In Hermosa Beach and Manhattan Beach, the Los Angeles County CUPA/Hazardous Materials Program is the local CUPA.

For groundwater contamination both the USEPA and the California Department of Health Services (DHS) regulate the concentration of various chemicals in drinking water. The DHS thresholds are generally stricter than those set by the USEPA. Primary maximum contaminant levels (MCL) are established for a number of chemical and radioactive contaminants (Title 22, Division 4, Chapter 15, California Code of Regulations). MCLs are often used by regulatory agencies to determine cleanup standards when contaminants affect groundwater.

Asbestos-containing materials (ACMs) are materials that contain asbestos, a naturally occurring fibrous mineral that has been mined for its useful thermal properties and tensile strength. When left intact and undisturbed, these materials do not pose a health risk to building occupants. There is, however, potential for exposure when ACMs become damaged to the extent that asbestos fibers become airborne and are inhaled. These airborne fibers are carcinogenic and can cause lung disease. The age of a building is directly related to its potential for containing elevated levels of ACMs. Asbestos was utilized routinely in many building materials until 1978. The Environmental Protection Agency (EPA) recommends a proactive in-place management program be implemented wherever ACMs are found in a building; ACMs that are not damaged may remain in place. The EPA also recommends that damaged ACMs be removed, repaired,

encapsulated, or enclosed. Prior to any renovation or demolition activities, the EPA recommends removal of all ACMs. The SCAQMD regulates emissions of asbestos during demolition and renovation activities through specific removal, handling, and clean-up procedures (Rule 1403, Asbestos Emissions from Renovation/Demolition Activities.

b. Site-Specific Setting.

Hermosa Beach Site. The Hermosa Beach site is located at 2851, 2901, 3001, and 3125 Pacific Coast Highway (SR 1). The site is currently developed with new and used auto sales facilities, and auto repair facilities on the other parcels, as described below. All existing buildings on-site are currently vacant.

- *2851 PCH is an approximate 18,000-square-foot lot with a 20-foot wide alley easement in the western portion, occupied by an asphalt-paved parking lot and a single building formerly used as an automobile showroom building.*
- *2901 PCH is an approximate 45,000-square-foot lot occupied almost entirely by a large building that formerly housed a Vasek Polak BMW automobile showroom, sales offices, automobile parts storage, and automobile service bays.*
- *3001 PCH is an approximate 10,000-square-foot lot developed as asphalt-paved parking lot for the former Vasek Polak BMW Dealership.*
- *3201 PCH is an approximate 7,500-square-foot lot developed with a two-story office building with basement parking.*
- *3125 PCH is an approximate 5,000-square-foot lot developed with an automobile repair facility identified as the Midas Shop.*

JHA Associates, Inc. performed a Phase I ESA for 3125 PCH on August 18, 2010, and for 3201 PCH on July 10, 2013. SCS Engineers performed a Phase I ESA for 2851, 2901, and 3001 PCH in March 2014. A report summarizing a review of aforementioned reports was produced by JHA Environmental in September 30, 2014. According to the Phase I ESAs, no Recognized Environmental Conditions (REC) were identified at 3201 PCH, and no further investigation is recommended. Based on the previous assessments performed at the paved automobile display lot at 3001 PCH, and at the showroom and paved lot at 2851 PCH, there is a low probability that a release of petroleum products or hazardous materials has impacted the buildings, the soil, and/or the groundwater that would require mitigation measures during redevelopment of the four properties. However, there are two parcels with a history of the use, storage, and/or disposal of petroleum products and hazardous materials, the Midas Shop at 3125 PCH and the BMW Service Department at 2901 PCH.

The Midas Shop at 3125 PCH. This property is developed with an automobile repair facility identified as the Midas Shop. The building has a small office area, two restrooms, a storage area for parts and equipment, and six service bays, five of which have in-ground hydraulic automobile lifts.

Areas of potential concern at the site include the past and present storage and use of petroleum products and hazardous materials and the storage and disposal of petroleum and hazardous wastes, the presence of one out-of-service, in-ground hydraulic lift and four active lifts. It is not known if the in-ground lift-vaults for the three front-to-rear lifts had accumulated fluids that

may have leaked. Additionally, it is not known if the one out-of-service in-ground lift had leaked. However, lifts are typically taken out of service due to a leak or other malfunction.

In August 2014, based on the results of the Phase I ESA, JHA performed a Phase II Limited Soil and Soil-Gas Assessment at the Midas Muffler Shop. One soil sample of the former Midas shop indicated a presence of petroleum hydrocarbons (TPH as gasoline, TPHg) at shallow depths above its laboratory practical quantitation limit (PQL). One halogenated volatile organic compound (VOC), perchloroethylene in all five samples of soil-gas taken, and one aromatic VOC in one sample reported at or above the laboratory PQL.

Former BMW Service Department at 2901 PCH. The central parcel at 2901 PCH is occupied almost entirely by a building that formerly housed an automobile showroom, sales offices, parts storage, and service bays. Asphalt-paved driveways and parking areas are located along the west side of the parcel.

JHA reviewed a Phase I ESA prepared by SCS Engineers (SCS) dated January 2005 titled *Phase I Environmental Site Assessment, 2851, 2901, and 3001 Pacific Coast Highway, Hermosa Beach, California 90254*. At the time of the Phase I ESA report, 30 in-ground hydraulic automobile lifts in the service bays at 2901 PCH had been removed and several excavation pits with soil that had elevated concentrations of petroleum hydrocarbons were left open pending removal of the impacted soil.

The JHA report also discusses a former 550-gallon underground storage tank (UST) that was used for storage of waste oil located south of the service buildings. The UST was removed in August 1996 and approximately five-cubic-yards of soil with elevated concentrations of petroleum hydrocarbons were reportedly excavated from below the UST. Subsequent sampling documented that the impacted soil had been removed, and the Los Angeles County Department of Public Works (the agency with oversight authority of USTs in the county) issued a Case Closure Letter dated January 28, 1997 for the waste oil UST.

JHA also reviewed a March 15, 2005 report prepared by Ninyo & Moore titled *Limited Subsurface Investigation Former South Bay BMW, 2775, 2851, and 2901 Pacific Coast Highway, Hermosa Beach, California.* According to the report, from January 23, through February 3, 2005, Excel Excavating (Excel) removed the 30 in-ground lifts (four of which were front-to-rear lifts with an 8-foot-deep concrete vault for the movable front piston with a stationary rear piston). Also removed was the in-ground clarifier for the car-wash bay. Ninyo & Moore collected soil samples from the base of the lift excavations (pistons and reservoir tanks) and from selected locations on the sidewalls of the lift pits and from the soil beneath the clarifier. According to the report, the cleanup goal for soil impacted with heavy petroleum hydrocarbons (C23 to C32+) as hydraulic fluid (reported as total recoverable petroleum hydrocarbons [TRPH] using EPA Test Method 418.1) was less than 10,000 milligrams per kilogram (mg/kg) (10,000 mg/kg was the screening level and cleanup goal for the remediation of TPH). Soil samples were analyzed in both an on-site mobile laboratory and in a stationary off-site laboratory. Impacted soil that exceeded the 10,000 mg/kg cleanup goal was stockpiled in the parking area.

On February 28, 2005, Martin Trucking and Ticas Trucking manifested and transported 195 tons (approximately 145-cubic-yards or 8 end-dump-truck loads) of non-hazardous petroleum hydrocarbon impacted soil to Thermal Remediation Solutions (TRS) in Azusa, California for

thermal treatment and recycling (the 195 tons of soil included some volume of soil from the property at 2775 PCH).

The Ninyo and Moore Report concluded that no elevated concentrations of TPHg, VOCs, semi-volatile organic compounds (SVOC), and polychlorinated biphenyls (PCBs) were detected in the samples analyzed, and that no reported heavy metal concentrations exceeded their respective total threshold limit concentration. Soil with heavy hydrocarbons concentrations that exceeded the cleanup goal of 10,000 mg/kg was excavated and removed from the site. The laboratory results show soil from three soil samples with TRPH concentrations between 8,000 mg/kg and 5,000 mg/kg, and 20 soil samples with TRPH concentrations between 600 mg/kg and 100 mg/kg that reportedly was not excavated and remains locally beneath the former lifts.

JHA reviewed the *Soil Vapor Investigation Report at 2901 Pacific Coast Highway, Hermosa Beach, California Report* prepared by SCS Engineers dated April 27, 2005. According to the report, a former gasoline UST was reportedly located in the southeast corner of the site. SCS reviewed UST files at the LACDPW and the Hermosa Beach Fire Department and no information concerning the installation of, the presence of, or the removal of a gasoline UST was found. The soil vapor survey was performed to investigate the possible release of gasoline due to the presence of the reported UST at the site. The results confirm that gasoline and associated aromatic volatile compounds were not present in the subsurface soil at the locations investigated.

JHA also reviewed the SCS *Phase I Environmental Site Assessment 2851, 2901 and 3001 Pacific Coast Highway, Hermosa Beach, California 90254.* The ESA provided a summary of the previous reports discussed above and concluded that "this assessment has revealed no evidence of recognized environmental conditions in connection with the Property." The report continues that, "soils containing these hydrocarbons were remediated to levels below regulatory limits, and in the case of the waste oil UST area, regulatory closure was issued. Based on available information, it is SCS's opinion that the residual hydrocarbons in the soil are a historical recognized environmental condition and that further investigation is not warranted."

Manhattan Beach Sites. Both the 305 South Sepulveda Boulevard and 330 South Sepulveda Boulevard sites have been evaluated for known hazardous materials contamination (as of September 12, 2016) using the following databases:

- *EnviroStor (California Department of Toxic Substances Control): list of hazardous waste and substances sites*
- *GeoTracker (California State Water Resources Control Board): list of leaking underground storage tank sites*
- *Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) database*
- *Cortese list of Hazardous Waste and Substances Sites*
- *EnviroMapper (USEPA)*

305 S. Sepulveda Boulevard Site. This site consists of three parcels (305, 309, and 317, S. Sepulveda Boulevard) referred to collectively as 305 S. Sepulveda Boulevard. The properties at each location are listed below.

- *317 S. Sepulveda Boulevard: Debonair Cleaners, a clothing alteration, repair, and cleaning company*
- *1050 Duncan Avenue: General office building*
- *305 S. Sepulveda Boulevard: Auto Workstatt, an auto repair and service shop (demolished in March 2017)*
- *309 S. Sepulveda Boulevard: The Copy Shop, a copy/printing shop (demolished in March 2017*

The EnviroStor Database revealed no record of a leaking underground storage tank (LUST) at the 305 S. Sepulveda Boulevard site.

The Geotracker Database searched the area and revealed no hazardous materials listed at the 305 S. Sepulveda Boulevard site.

The Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) Database was accessed and no results were found in the 305 S. Sepulveda Boulevard site vicinity.

330 S. Sepulveda Boulevard Site. This site is an extension of an existing Skechers building at 330 South Sepulveda Boulevard. The site is currently being used as an employee recreational area, but was previously developed with a car wash. The adjacent property to the south is an existing Skechers building, and 330 South Sepulveda Boulevard is proposed as an extension.

The EnviroStor Database revealed there was a LUST at 330 South Sepulveda Boulevard, which was previously occupied by carwash but is now an employee recreational area. The site had an underground storage tank that was removed in 2002. Soil assessments conducted after the removal showed low levels of fuel related hydrocarbons and VOCs. A Soil Assessment Report by Stantec in 2008 concluded that the minor detections of gasoline and VOC impact at the time of removal of the UST are minimal and localized to the area of detection. The site has been eligible for closure since November 22, 2013.

The Geotracker Database searched the areas and revealed the same LUSTs mentioned above. Aside from these, no other hazardous materials are listed at the 330 S. Sepulveda Boulevard site.

The Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) Database was accessed and no results were found in the 330 S. Sepulveda Boulevard site vicinity.

4.7.2 Impact Analysis

a. Methodology and Significance Thresholds. In Accordance with CEQA Appendix G, the following significance criteria were evaluated in the Initial Study to determine whether the project's Hazards and Hazardous Materials would have an impact on the environment:

1. *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.*
2. *Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment.*

3. *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.*
4. *Be located on a site which is included on a list of hazardous material 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.*
5. *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area.*
6. *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area.*
7. *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.*
8. *Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands.*

The Hazards and Hazardous Materials section of this EIR does not address thresholds 1, 3, 5, 6, or 8 since the Initial Study (Appendix A) found no potential for significant impacts related to these thresholds. Thresholds 2, 4, and 7 are discussed below.

b. Project Impacts and Mitigation Measures.

IMPACT 4.7-1 ***Would the proposed project create a significant hazard to the public or the environment involving the release of hazardous materials into the environment or be located on a hazardous materials site and, as a result, create a significant hazard to the public or the environment?***

The Hermosa Beach site currently has contaminated shallow soil that requires mitigation. However, with implementation of a Soil Management Plan, potential impacts related to contaminated soils would be ***less than significant with mitigation incorporated.*** *Impacts associated with the two Manhattan Beach components* ***would be less than significant.***

Hermosa Beach Component. As discussed in the *Setting*, shallow impacted soil is present at one or more of the lift vaults at the former Midas property and the former BMW Service Department.

Midas Property (3215 PCH). Based on the results of the Limited Soil and Soil-Gas Assessment (See JHA's Summary Report in Appendix D), the former Midas Shop at 3215 PCH has a limited volume of shallow soil impacted with petroleum hydrocarbons (hydraulic fluid and motor oil) that will require appropriate handling during redevelopment at the former Midas property.

BMW Facility (2901 PCH). Based on the results of previous soil assessment performed at the former BMW facility at 2901 PCH, the excavation and proper disposal of soil impacted with hydraulic oil encountered during the removal of 30 in-ground hydraulic automobile lifts was documented. However, petroleum hydrocarbon impacted shallow soil remains locally at concentrations that will require appropriate handling during redevelopment of the former BMW service facility.

Manhattan Beach Components. As discussed in the *Setting*, database searches found no evidence for potential known hazardous materials contamination at either the 305 S. Sepulveda Boulevard site or the 330 S. Sepulveda Boulevard site. Therefore, hazardous material impacts associated with the 305 S. Sepulveda Boulevard and 330 S. Sepulveda Boulevard components would be less than significant.

Overall Impact. Of the three development sites, only the Hermosa Beach site has been identified as having potential soil contamination. Therefore, the overall combined effect of the three project components is the same as that described for the Hermosa Beach component and would be potentially significant.

Mitigation Measure. The following mitigation measure would be required to address on-site soil quality at the Hermosa Beach site.

MM 4.7-1 **Soil Management Plan.** Before the issuance of a grading permit, the impacted shallow soil at the former Midas property and the locally impacted shallow soil remaining at the former BMW Service Department will be remediated in accordance with a Soil Management Plan (SMP) that will be prepared for the entire Hermosa Beach site. Based on the past and recent laboratory data for the project area, the shallow soil impacted with petroleum hydrocarbons will be classified as a non-RCRA - California Waste. The laboratory data for the impacted soil will be used to profile the soil for transport, treatment, and recycling at a licensed treatment facility. The SMP will also include health and safety information for workers and the general public, and will inform the various contractors and workers of the presence of shallow soil impacted with petroleum hydrocarbons and the appropriate measures to safely deal with the soil.

Significance After Mitigation. With implementation of **MM 4.7-1**, impacts related to contaminated shallow soil at the Hermosa Beach site would be reduced to a less than significant level. Implementation of the Soil Management Plan would not only provide clearance of the contaminated soil for grading and excavation purposes, but would also positively affect long-term operational conditions.

IMPACT 4.7-2 ***Would the proposed project create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***

Existing buildings at the Hermosa Beach and 305 S. Sepulveda Boulevard sites may currently have non-friable ACBMs. Both sites must be monitored by a qualified consultant for ACMs prior to issuance of a demolition permit to mitigate against this possibility. The impact regarding asbestos would be ***less than significant with mitigation incorporated.***

Hermosa Beach Component. The 2014 JHA Environmental Report states that suspect friable asbestos containing building materials (ACBMs) were not observed in the accessible areas of the existing buildings at the Hermosa Beach site. However, non-friable ACBMs, such as floor tiles, mastics, drywall mud, and roofing materials, may be present. Demolition of existing structures to accommodate the proposed project could therefore disturb ACBMS and, if uncontrolled, create health or safety impacts for site construction workers or neighboring residents. This is a potentially significant impact.

305 S. Sepulveda Boulevard Component. Although ACBMs are not known to be present at the 305 S. Sepulveda Boulevard site, based on the age of the buildings asbestos could be present. Therefore, as with the Hermosa Beach component, demolition of site structures could potentially disturb ACBMS and expose site construction workers and neighbors to health or safety risks. This is a potentially significant impact.

330 S. Sepulveda Boulevard Component. The 330 S. Sepulveda Boulevard site is being used as an employee recreational area. Consequently, there is no potential for ACBM releases at this site.

Overall Impact. The Hermosa Beach site and the 305 S. Sepulveda Boulevard site both have buildings that could potentially contain ACBMs. Demolition of buildings on these two sites would not occur concurrently so would not create any additive health risks. Nevertheless, the overall impact of the three components combined would be potentially significant.

Mitigation Measure. The following mitigation measure would be required to address asbestos-related impacts associated with the Hermosa Beach and 305 S. Sepulveda Boulevard components.

MM 4.7-2 **Asbestos.** In the event that any suspect ACMs are discovered during construction activities, the materials shall be sampled and analyzed for asbestos content prior to any disturbance. Prior to the issuance of the demolition permit, the applicant shall provide a letter from a qualified asbestos abatement consultant that no ACMs are present in the buildings. If additional ACMs are found to be present, a qualified asbestos abatement consultant shall abate the buildings in compliance with the South Coast Air

Quality Management District's Rule 1403 as well as all other state and federal rules and regulations.

Significance After Mitigation. With implementation of **MM 4.7-2**, impacts related to asbestos at the Hermosa Beach site and the 305 S. Sepulveda Boulevard site would be reduced to a less than significant level.

IMPACT 4.7-3 ***Would the proposed project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

All three project components could involve temporary lane closures on emergency evacuation routes. However, both Hermosa Beach and Manhattan Beach have review processes in place to ensure that response times and evacuation are not substantially affected. Therefore, impacts related to emergency response and evacuation plans would be ***less than significant.***

Based on the locations of the three development sites along SR 1, temporary and short-term closures of lanes and streets on SR 1 could occur during construction to allow the transport of construction equipment and conduct of general construction operations. Closures or detours could affect the flow of traffic on SR 1 in particular and also along Duncan Avenue, Longfellow Avenue, and 30th Street. This could potentially affect response routes for emergency and evacuation plans. The excavation construction period has the greatest potential impact in affecting emergency response and evacuation plans. The Hermosa Beach site excavation would involve closing the southbound exterior (curbside) travel lane on SR 1 between the hours of 8:00 p.m. and 3:00 p.m. on Mondays through Fridays for a period of about 90 to 100 days. During the excavation of the 305 S. Sepulveda Boulevard site in Manhattan Beach, the southbound exterior (curbside) travel lane on SR 1 would be closed between the hours of 7:30 a.m. and 3:00 p.m. on Mondays through Fridays for a period of about 35 to 40 days. This will ensure that the exterior southbound travel lane can be re-opened by 3:00 p.m., so as not to interfere with the p.m. peak hour traffic. This lane would be closed during excavation and hauling activities and intermittently through the course of the project for deliveries and concrete pours. The southbound curb lane is used as a parking lane during most hours of the day. Therefore, this temporary lane closure should not affect the number of through travel lanes otherwise provided. Additionally, during the construction of the internal below grade pedestrian only access, 30th Street would be narrowed to one lane and operate with alternating traffic flows via flag persons to maintain accessibility. Refer to Section 4.12 for further traffic-related analysis.

In order to close lanes and make a change to transportation access, the applicant must coordinate with the cities of Hermosa Beach and Manhattan Beach. The Hermosa Beach Public Works Department is responsible for the maintenance and operation of all City facilities and properties, including streets and traffic control services. Any street/lane closure, material storage/drop-off, crane, and temporary fencing requires a public works permit that is issued by the Public Works Department. A few Standard Requirements of the permit are as follows. The contractor shall notify the adjacent property owners and all affected residents of any work that will impact them. This includes all street or lane closures. All construction, unless otherwise specified, shall be done in accordance with the current edition of *Standard Specifications for Public*

Works Construction and the "Highway Permit Ordinance Division 1 of Title 16. (The full list of Standard Requirements can be found attached to the permit itself). The Public Works permit must be on the job site and available for review by City officials at all times. If any work has begun before obtaining a permit, the job will be stopped until the permit is obtained. Along with this, all excavations shall be backfilled at the end of each working day and roads opened to vehicular traffic unless otherwise approved by the City Engineer. In accordance with Manhattan Beach Municipal Code 7.36 and 7.40, a permit is required for any encroachment in the public right of way, whether temporary or permanent. Right-of-way permits where streets may be blocked must first be approved through the Director of Community Development. In order to apply for a permit, the applicant must supply an address, contact information, a detailed diagram accompanied with a written statement declaring the location and dimensions of excavation, demolition, or construction, as well as a statement revealing any use of heavy or oversized construction equipment. Both Hermosa Beach and Manhattan Beach require a permit and a review process for temporary road or lane closures. As part of these processes, both cities will review the applicant's construction plans to ensure that any road closures would minimize traffic impacts and would not hinder emergency access. Therefore, impacts related to emergency response and evacuation plans would be less than significant for each project component and the three components combined.

Mitigation Measures. Neither the Hermosa Beach component nor either Manhattan Beach component would have significant impacts to emergency response or evacuation. Therefore, mitigation is not required.

c. Cumulative Impacts. Health risks associated with hazardous materials and soil/groundwater contamination are site-specific and do not generally interact with other planned and pending projects to produce cumulative effects. Similar to the proposed project, other planned and pending developments listed in Table 3-1 in Section 3, *Environmental Setting*, may encounter hazardous materials requiring remediation. However, the exposure of one project to health risks would not increase health risks for other projects or to the community generally. Moreover, remediation of contamination that would occur as necessary for individual projects would generally improve environmental conditions in the long-term. Therefore, significant cumulative impacts related to hazardous materials would not occur.

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4.8 HYDROLOGY AND WATER QUALITY

This section analyzes potential impacts to hydrology and water quality, including groundwater resources.

4.8.1 Setting

a. Surface Water Resources. The project site (all three development sites) is located in the Coastal Plain of the Los Angeles Watershed, one of 19 major watersheds in the South Coast Hydrologic Region. This area is bound to the north by the Ballona Escarpment, to the east by the Newport-Inglewood fault zone, and to the south and west by the Palos Verdes Hills and the Pacific Ocean. The Los Angeles River crosses the basin through the Dominguez Gap, and the San Gabriel River crosses through the Alamitos Gap, with both rivers flowing into the San Pedro Bay. The South Coast Hydrologic Region receives inflows via precipitation and surface runoff from the South Lahontan and Colorado River Regions. All surface waters in the South Coast Hydrologic Region flow into the Pacific Ocean (City of Hermosa Beach, 2014).

No fresh water waterways or natural surface water bodies are located in the project site vicinity. Urban runoff in the form of stormwater flows from inland areas to the Pacific Ocean through a network of manmade drainage lines, including a mixture of both County-owned and City-owned facilities, running generally east to west along major roads throughout Hermosa Beach and Manhattan Beach. The western edge of Hermosa Beach and Manhattan Beach abuts the Pacific Ocean at the Santa Monica Bay.

Surface Water Quality. All three development sites are currently developed and largely paved. There are no designated surface water drainages on any portion of the project site or in the immediate vicinity. Surface water from all three development sites ultimately flows through a network of drainage lines to the Santa Monica Bay, which extends south from Pointe Dume to the Palos Verdes Peninsula. Santa Monica Bay is designated as "water quality-limited" for impairments under the federal CWA Section 303(d), indicating that the bay is not reasonable expected to attain or maintain water quality standards due to impairments without additional regulation. Impairment is measured by Total Maximum Daily Load (TMDL), the maximum amount of pollutant that a body of water can receive while still meeting water quality standards. The Santa Monica Bay is listed as impaired because of the following conditions: DDT contamination, debris, fish consumption advisory, and sediment toxicity (City of Hermosa Beach 2016).

Incidental spills of petroleum products and hazardous materials would be expected for the type of past land uses, and previous analyses of subsurface conditions at all three development sites indicate the presence of such materials in soils (please see sections 4.5, *Geology and Soils*, and 4.7, *Hazards and Hazardous Materials*). Surface water quality in the project area is most directly influenced by land uses.

b. Groundwater Resources. Hermosa Beach and Manhattan Beach are both located in the West Coast Groundwater Basin, which underlies 160 square miles in the southwestern portion of the Los Angeles Coastal Basin. The West Coast Basin was adjudicated in 1961 to prevent seawater intrusion from the Pacific Ocean, thereby preserving water quality and avoiding basin overdraft. The California Department of Water Resources (DWR) is the court-appointed Watermaster for the West Coast Basin. In addition, in 1959 the State established the

Water Replenishment District of Southern California (WRD), charged with the authority to manage, regulate, and replenish water supplies in the West Coast Basin. As part of the recharge and protective duties, WRD procures imported water and recycled water for the West Coast Basin Barrier Project and Dominguez Gap Barrier Project to prevent seawater intrusion. The West Coast Basin is currently managed cooperatively between the Los Angeles County Public Works Department, DWR, and the WRD of Southern California (WBMWD, 2014).

According to the Los Angeles County Department of Public Works, the closest groundwater monitoring well (Well 702F) is located approximately 1,500 feet southeast of the Hermosa Beach site near the intersection of Meadows Avenue and Shelley Street (JHA Environmental 2014). The ground surface elevation of the well is 175.6 feet above mean sea level (amsl), and the depth to water measured in April 2008 was 164.2 feet, resulting in a groundwater surface elevation of 11.4 feet amsl (JHA Environmental, 2014). The City of Manhattan Beach has two active wells (Well 11A and Well 15) that extract water from the West Coast Basin (AKM Consulting Engineers, 2010). The elevation of the Hermosa Beach site is approximately 200 feet amsl, indicating that the depth to groundwater at the three development sites is approximately 189 feet (JHA Environmental, 2014). The actual depth to groundwater at the Hermosa Beach site will fluctuate depending upon factors such as the time of year, amount of precipitation, rates of groundwater pumping at other wells in the area, and seawater intrusion abatement efforts (West Coast Basin Barrier Project and Dominguez Gap Barrier Project), which include the injection of imported and recycled water to the groundwater basin.

c. Water Supply.

City of Hermosa Beach. The California Water Service Company (CalWater), Hermosa-Redondo District provides water service in Hermosa Beach. Water delivered by this district includes several sources, including groundwater, imported surface water, and recycled supplies. Groundwater extracted from the Silverado aquifer satisfies 10 to 15 percent of the District's water demand, while 85 to 90 percent of the district's water demand is satisfied using purchased water from the West Basin Municipal Water District (WBMWD), one of 27 member agencies of the Metropolitan Water District of Southern California (MWD). Groundwater delivered by CalWater is obtained from the Silverado Aquifer of the West Coast Groundwater Basin (discussed above). The West Coast Basin is adjudicated, and the CalWater adjudicated right of the safe yield of the groundwater basin is 4,070 acre feet per year (AFY). However, CalWater does not currently have the ability to sustain production and delivery of this quantity and normally produces approximately 2,000 AFY of groundwater. The remaining groundwater is either sold to other entities or left for basin recharge (CWSC, 2011).

CalWater does not divert local surface waters for Hermosa Beach. Although surface water is ultimately the source of imported water purchased and delivered to the area, it is transported from northern California through the State Water Project, using the Colorado River Aqueduct system (CWSC, 2011). Water supply for the Hermosa Beach site would be arranged through CalWater and would not directly pump local groundwater to meet water supply requirements during construction or operation.

City of Manhattan Beach. Manhattan Beach obtains 85 percent of its water supply from connections with the MWD's system. The MWD filters and chlorinates water at a treatment plant before the water reaches Manhattan Beach (City of Manhattan Beach, 2016). Water is then

delivered to the city, which operates three water facilities and has a storage capacity of 9.83 million gallons. The water system consists of approximately 110 miles of pipeline and 13,500 service connections to deliver water throughout the city. The WBMWD provides imported water to the city at connection WB-04 located at the intersection of Manhattan Beach Boulevard and Redondo Avenue. The remaining 15 percent of the water supply is obtained from two City-owned wells, located in Redondo Beach. Predictions estimate that there will be sufficient water supplies for WBMWD service area, including Manhattan Beach, through 2025 (AKM Consulting Engineers 2010).

d. Regulatory Environment. The regulatory setting for the issue area of Hydrology and Water Quality is comprised of those laws and regulations summarized below.

Federal.

Clean Water Act (CWA). The Federal Water Pollution Control Act was passed in 1972, and was amended in 1977 as the Clean Water Act (CWA, 33 U.S.C. 1251 1376). The CWA was reauthorized in 1981, 1987, and 2000, and establishes the basic structure for regulating discharges of pollutants into the waters of the United States and has given the U.S. Environmental Protection Agency (EPA) the authority to implement pollution control programs. The CWA requires states to set standards to protect, maintain, and restore water quality through the regulation of point source and certain non-point source discharges to surface waters. Many pollutants are regulated under the CWA, including various toxic pollutants, total suspended solids, biological oxygen demand and pH (acidity/alkalinity measure scale). Those discharges are regulated by the National Pollutant Discharge Elimination System (NPDES) permit process, described below under the "Section 402" discussion. The CWA generally applies to surface Waters of the United States, managed by the U.S. Army Corps of Engineers (USACE).

Section 402 of the CWA authorizes the California State Water Resources Control Board (SWRCB) to issue NPDES General Construction Storm Water Permit (Water Quality Order 99-08-DWQ), referred to as the "General Construction Permit." Construction activities can comply with and be covered under the General Construction Permit provided that the permittee:

- *Develops and implements a Storm Water Pollution Prevention Plan (SWPPP) which specifies Best Management Practices (BMPs) that will prevent all construction pollutants from contacting stormwater and with the intent of keeping all products of erosion from moving off-site into receiving waters.*
- *Eliminates or reduces non-stormwater discharges to storm sewer systems and other waters of the nation.*
- *Performs inspections of all BMPs.*

Projects that disturb one or more acres are required to obtain NPDES coverage under the Construction General Permit. The USEPA's NPDES Phase II Final Rule and the SWRCB NPDES General Permit No. CAS000004, Waste Discharge Requirements for Stormwater Discharges from Small Municipal Separate Storm Sewer Systems (MS4s) General Permit (referred to as the MS4 General Permit) require the County of Los Angeles, as the MS4 operator, to implement a Stormwater Management Program (SWMP) that reduces the discharge of pollutants to the "maximum extent practicable," protects water quality, and satisfies the requirements of the Clean Water Act according to California's MS4 General Permit. As such, the administration of

NPDES regulations is the duty of Los Angeles County. MS4 General Permit coverage for the County must be renewed every five years, per jurisdiction of the Los Angeles RWQCB.

State.

Porter-Cologne Water Quality Control Act. The SWRCB regulates water quality through the Porter-Cologne Water Quality Act of 1969, which contains a complete framework for the regulation of waste discharges to both surface waters and groundwater of the state. The City of Hermosa Beach is located in the jurisdiction of the Los Angeles RWQCB, which is responsible for the implementation of State and federal water quality protection statutes, regulations, and guidelines. The Los Angeles Region has developed a Water Quality Control Plan (Basin Plan) to show how the quality of the surface and groundwater in the Los Angeles Region should be managed to provide the highest water quality reasonably possible. The Basin Plan lists the various beneficial uses of water in the region, describes the water quality which must be maintained to allow those uses, describes the programs, projects, and other actions which are necessary to achieve the standards established in this plan, and summarizes plans and policies to protect water quality.

California Water Code §13260. California Water Code §13260 requires that any person discharging waste, or proposing to discharge waste, in any region that could affect the quality of the waters of the State, other than into a community sewer system, must submit a report of waste discharge to the applicable RWQCB.

Local.

2012 Los Angeles County NPDES Permit. Effective on December 28, 2012, the Los Angeles RWQCB adopted Order No. R4-2012-0175, NPDES Permit No. CAS004001, *Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County*. The permit establishes new performance criteria for new development and redevelopment projects in the coastal watersheds of Los Angeles County (with the exception of the City of Long Beach). Discharges of stormwater and non-stormwater from the MS4s, or storm drain systems, in the Coastal Watersheds of Los Angeles County convey pollutants to surface waters throughout the Los Angeles Region. Non-stormwater discharges through an MS4 in the Los Angeles Region are prohibited unless authorized under an individual or general NPDES permit. These discharges are regulated by the Los Angeles County NPDES Permit, issued pursuant to CWA Section 402. Coverage under a general NPDES permit such as the Los Angeles County permit can be achieved through development and implementation of a project-specific SWPPP (LARWQCB 2012).

City of Hermosa Beach Municipal Code. Chapter 8.44, *Stormwater and Urban Runoff Pollution Control Regulations*, Section 8.44.095, *Standard Urban Storm Water Mitigation Plan (SUSMP) Requirement for New Development and Redevelopment Projects*, regulates urban runoff in Hermosa Beach. The purpose of Chapter 8.44 of the Hermosa Beach Municipal Code is to ensure the future health, safety and general welfare of citizens of the city and the water quality of the receiving waters of the surrounding coastal areas. In addition, the Chapter strives to protect and enhance the quality of watercourses, water bodies, and wetlands in the city in a manner consistent with the Clean Water Act, the California Porter-Cologne Water Quality Control Act, and the MS4 NPDES Permit. The Chapter prohibits illicit discharges and connections, littering, disposal of landscape debris, non-stormwater discharges, and any discharges in violation of the

MS4 NPDES Permit.

City of Hermosa Beach – Low Impact Development Ordinance. Section 8.44.095 of the City of Hermosa Beach Municipal Code contains a Low Impact Development (LID) ordinance that establishes new stormwater BMPs performance criteria for new development and redevelopment projects. LID BMPs focus on reducing peak runoff by allowing rainwater to soak into the ground, evaporate into the air, or collect in storage receptacles for irrigation or other beneficial uses. The Community Development Department is charged with the administration of the ordinances and policies relating to land use and development in the city, along with enforcing building standards for the purpose of safeguarding public health and safety. In addition, the City Public Works Department has responsibility for some of the flood control measures in the region, regulates engineering standards, and issues permits for all new grading and construction.

City of Manhattan Beach Municipal Code. Chapter 5.48 of the Manhattan Beach Municipal Code, *Stormwater and Urban Runoff Pollution* requires compliance with the Federal Clean Water Act, the California Porter-Cologne Water Quality Control Act, and the MS4 NPDES permit by reducing pollutants in stormwater discharge, regulating illicit discharges and runoff, and regulating non-stormwater discharges. The intent of the chapter is to ensure the future health, safety, and general welfare of the citizens in the city and surrounding coastal areas. To prohibit pollutants and remain in compliance with applicable regulations Chapter 5.48 contains construction and operational requirements and specific prohibited activities.

4.8.2 Environmental Impact Analysis

a. Methodology and Significance Thresholds. This evaluation is based on review of existing information that has been developed for the project, including the Initial Study provided as Appendix A. An impact associated with Hydrology and Water Quality would be considered significant if implementation of the project would:

1. *Violate any water quality standards or waste discharge requirements, create any substantial new sources of polluted runoff, or otherwise degrade water quality such that human health or biological communities could be adversely affected*
2. *Substantially deplete groundwater supplies or interfere with groundwater recharge, such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)*
3. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site*
4. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site*
5. *Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff*

6. *Otherwise substantially degrade water quality*
7. *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map*
8. *Place within a 100-year flood hazard area structures that would impede or redirect flood flows.*
9. *Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam*
10. *Inundation by seiche, tsunami, or mudflow*

The Initial Study in Appendix A determined that none of the project components would have impacts with respect to thresholds 7-10. Therefore, the analysis in this section focuses on thresholds 1-6.

Potential impacts related to water supply availability and reliability are addressed in Section 4.13, *Utilities and Service Systems.*

b. Project Impacts and Mitigation Measures.

IMPACT 4.8-1 ***Would the project violate any water quality standards or waste discharge requirements, create any substantial new sources of polluted runoff, or otherwise degrade water quality?***

All three project components would have the potential to degrade water quality due to ground-disturbing activities and the accidental release of hazardous materials, but implementation of BMPs and safety protocols would reduce potential impacts. However, compliance with laws and regulations would minimize potential water quality impacts. Therefore, impacts would be ***less than significant*** *for all three project components.*

Implementation of the project would result in a significant impact if activities would result in water quality degradation or conflict with applicable water quality permits or waste discharge requirements. The project would be subject to multiple permits and approvals associated with the protection of water quality, as discussed above, and the project is expected to occur in compliance with all applicable standards and regulations.

All three development sites are in the region covered by the Los Angeles County Municipal Storm Water (MS4) NPDES Permit No. CAS004001, issued by the Los Angeles RWQCB for MS4 discharges in the coastal watersheds of Los Angeles County, except for the City of Long Beach, which operates under a separate permit. The cities of Hermosa Beach and Manhattan Beach are both designated Permittees in NPDES Permit No. CAS004001 (Waste Discharge Identification Number 4B190175001). The NPDES permit requires implementation of a Standard Urban Storm Water Mitigation Plan (SUSMP) for projects that fall into one of nine categories. Because the project is an industrial/commercial development and the entire project site (the three combined development sites) has over 100,000 square feet or more of impervious surface, the project requires development and implementation of a SUSMP for NPDES compliance.

Activities subject to the NPDES general permit for construction, which includes the project, must develop and implement a Stormwater Pollution Prevention Program (SWPPP), including a site map and description of construction activities. The SWPPP would identify BMPs that would be employed to prevent soil erosion and discharge of other construction-related pollutants, such as petroleum products, solvents, paints, and cement, that could contaminate nearby water resources. A monitoring program is generally required to ensure that BMPs are implemented according to the SWPPP and are effective at controlling discharges of pollutants that are related to stormwater.

There is potential for water quality impacts to occur due to unanticipated leaks, spills, or releases of hazardous or potentially hazardous materials such as but not limited to the fuels, lubricants, and other substances used to operate construction vehicles and equipment. Water quality impacts could occur if contaminated soils or groundwater are encountered during ground-disturbing activities and allowed to migrate to surface water bodies via existing stormwater drainage facilities, or to the underlying groundwater table.

Past land uses on several of the properties that encompass the project site involved the use, storage, and/or disposal of petroleum products and hazardous materials. The known uses of past hazardous materials on the project site include a former automotive showroom and display shop at the Hermosa Beach site and a former drying cleaners and auto repair shop at the 305 S. Sepulveda Boulevard site. The previously developed sites are largely paved and, prior to implementation of the project, existing development and groundcover would need to be removed and each development site would be re-graded.

Hermosa Beach Component. The requirement for a SUSMP is specified in the City of Hermosa Beach Municipal Code Chapter 8.44, *Stormwater and Urban Runoff Pollution Control Regulations*, Section 8.44.095, *Standard Urban Storm Water Mitigation Plan (SUSMP) Requirement for New Development and Redevelopment Projects*. A SUSMP for the Hermosa Beach component would include BMPs to protect water quality and a list of minimum required BMPs that must be used for the project. Section 8.44.090 of the Municipal Code states that stormwater runoff containing sediment, construction materials, or other pollutants from the construction site shall be reduced to the maximum extent practicable. Additionally, structural controls such as sediment barriers, plastic sheeting, detention ponds, filters, berms, and similar controls will be used to minimize the escape of sediment from the site. Additional project BMPs may be required by ordinance or code adopted by the City and applied generally or on a case-by-case basis.

Due to the use, storage, and/or disposal of hazardous materials on the Hermosa Beach site, previous investigations were conducted to assess potential soil and/or groundwater contamination at this site. There is no documentation of a significant release of hazardous materials or petroleum hydrocarbons to the soil or the groundwater at the Hermosa Beach site. However, there is some shallow impacted soil in the area that has been affected by leaks from in-ground hydraulic automobile lifts at the Hermosa Beach site. this existing contamination issue would be remediated either prior to or during redevelopment of the Hermosa Beach site, through implementation of a Soil Management Plan (SMP), as required by Mitigation Measure HAZ-1 in Section 4.7, *Hazards and Hazardous Materials*, to be prepared for the general excavation of the entire project area (JHA Environmental, 2014). The SMP for site remediation would include, but not be limited to, health and safety information for workers and the general public,

and would inform the various contractors and workers of the presence of shallow soil impacted with petroleum hydrocarbons and the appropriate measures to safely deal with the soil when it is encountered (JHA Environmental, 2014). Therefore, although implementation of the project may include the handling and disposal of contaminated soils, it would ultimately remove this contamination, resulting in a positive effect. Additionally, asbestos and lead based paint (LBP) surveys would be conducted by licensed inspectors as a condition of a demolition permit, and mitigation of potential LPB will be accomplished with regulatory agency oversight by licensed abatement contractors prior to general demolition (JHA Environmental, 2014).

Manhattan Beach Components. The requirement for a SUSMP is also specified in the City of Manhattan Beach Municipal Code, Section 9.76.070 *Standard Urban Storm Water Mitigation Plan Compliance*. This section of Code requires any plans, construction, or operation of facilities that require a building permit to be in conformance with the City's SUSMP. Under Section 5.84.100 of the Municipal Code the City's SUSMP includes BMPs necessary to control stormwater pollution from a completed project.

The Manhattan Beach sites do not contain any hazardous materials that could cause leakages and may affect water quality. Each of the Manhattan Beach sites contained leaking underground storage tanks (LUSTs), however the LUST at 330 S. Sepulveda Boulevard site is currently eligible for closure as of July 29, 2014 and the LUST on the 305 S. Sepulveda Boulevard site was closed in 1986.

Overall Impact. As described above, all three project components would require implementation of a project-specific SWPPP and SUSMP to minimize or avoid potential water quality-related impacts during construction and operation. The project-specific SWPPP would describe the site, the facility, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of construction sediment and erosion control measures, maintenance responsibilities, and non-stormwater management controls. Inspection of construction sites before and after storms is also required by the SWPPP to identify stormwater discharge from the construction activity and to identify and implement erosion controls, where necessary. Specific Best Management Practices (BMPs) to be implemented will be determined by each individual projects SWPPP. The project specific SUSMP will include conditions that consist of Low Impact Development (LID) structural and non-structural BMPs, source control BMPs, and structural and non-structural BMPs for specific types of uses. LID controls reduce the amount of impervious area and promote the use of infiltration and other controls that reduce runoff. Source control BMPs prevent runoff contact with pollutants that would otherwise be discharged to the municipal stormwater conveyance system. Specific structural controls are required to address pollutant discharges from certain uses including housing developments, retail gasoline outlets, automotive-related facilities, restaurants, and industrial and commercial facilities where pollutants are disposed, stored, or handled. The project-specific SWPPP and SUSMP must be approved by the local jurisdiction prior to the issuance of a grading or building permit. The SWPPP and SUSMP for each project component would reduce overall water quality impacts of the three combined components to a less than significant level.

Mitigation Measures. The project-specific SWPPP and SUSMP would effectively mitigate potential impacts associated with water quality. Additional mitigation is not required.

IMPACT 4.8-2 ***Would the project substantially deplete groundwater supplies or interfere with groundwater recharge?***

Proposed structures on all three development sites would be located above the groundwater table and would not require permanent dewatering or waterproofing. Local wells would not be used to provide water supply for the project. Dewatering may be needed during construction, which could result in the discharge of potentially contaminated groundwater. Impacts ***would be less than significant with mitigation incorporated*** *for all three project components.*

Groundwater monitoring conducted by the Water Replenishment District (responsible for groundwater monitoring and reporting for the CASGEM Program) confirm that for the Water Year 2014/2015, groundwater levels in the West Coast Basin would not conflict with the proposed excavations included under the proposed project (WRD, 2016). The highest water levels in the West Coast Basin are located along the West Coast Basin Seawater Intrusion Barrier. The project site is located just east (inland) of the West Coast Basin Seawater Intrusion Barrier. Groundwater monitoring conducted for Water Year 2014/2015 indicate the shallowest groundwater identified in the West Coast Basin present at approximately 10 feet amsl, using a reference point elevation of 129.12 feet amsl at a monitoring well in Manhattan Beach (WRD, 2015).

Hermosa Beach Component. As described above, elevation of the Hermosa Beach site is approximately 200 feet amsl, while elevation of local groundwater is approximately 11.4 feet amsl, or more than 189 feet below the ground surface (JHA Environmental, 2014). Engineering design drawings for the Hermosa Beach component indicate that the subterranean parking areas included under the Design Center and Executive Offices would extend to depths of approximately 140 feet amsl, or approximately 60 feet below the ground surface.

Manhattan Beach Components. Engineering drawings for the 305 S. Sepulveda Boulevard site indicate that the subterranean parking garage would extend to the depth of approximately 170 feet amsl, or approximately 30 feet below the ground surface. Engineering drawings for the 330 S. Sepulveda Boulevard expansion component indicate that the subterranean parking garage would extend to depths of approximately 160 feet amsl, or approximately 40 feet below the ground surface.

Overall Impact. As noted above, excavations associated with all three project components would reach maximum depths of approximately 140 feet amsl, far above the known shallowest groundwater occurrences in the vicinity. Actual depth to groundwater at the project site fluctuates depending upon factors such as the time of year, amount of precipitation, rates of groundwater pumping at other wells in the area, and seawater intrusion abatement efforts (West Coast Basin Barrier Project and Dominguez Gap Barrier Project), which include the injection of imported and recycled water to the groundwater basin. However, considering the elevation of the project site, the proposed excavation depths, and the known groundwater depths described above, the proposed subterranean parking structures associated with all project components would not encounter the local groundwater table at any of the three sites, even with expected fluctuations in groundwater levels.

In accordance with California Building Code (CBC) Sections 8005.1.3 and 1005.3, which define the conditions in which waterproofing of subsurface infrastructure would be required, waterproofing is necessary when the groundwater level is within six inches of the lowest planned finish floor level or higher. Based on the information provided above, waterproofing of the proposed subterranean parking areas would not be required per CBC Section 18051.3 and 1805.3.

Construction of any of the project components may require some localized deeper excavations below the lowest planned finished floor level, including construction of the foundation, and possibly for shoring efforts to ensure stability during excavation. As discussed above, it is not anticipated that project excavations would encounter the local groundwater table. However, it is possible that excavation activities could encounter local areas of saturated sediments or perched groundwater. Perched groundwater is an accumulation of groundwater located above the water table in an unsaturated area. Temporary dewatering activities may be necessary to remove perched groundwater and complete construction. Dewatering involves the removal (via pump) of stormwater that has collected in a work area or, more likely in this case, of groundwater that is encountered during construction activities and must be removed in order to complete construction. The removed water is treated as needed, then discharged in accordance with NPDES requirements or reused in the construction process, depending on water quality characteristics. There are industry standard BMPs for dewatering, such as those defined by the California Stormwater Quality Association (CASQA) and Caltrans (Caltrans Storm Water Quality Handbooks). To ensure that appropriate BMPs would be implemented should dewatering become necessary during construction of all three project components, **MM 4.8-2** would be required. None of the project components would be expected to require a permanent dewatering system.

Potential dewatering during project construction would not affect groundwater well production because, if dewatering during construction becomes necessary, it would be for localized areas of perched or shallow groundwater, as excavation activities would not reach the underlying groundwater table of the West Coast Basin. Temporary dewatering during construction would not cause subsidence of the overlying sediments, as the area is fully urbanized and sediments beneath the project site and surrounding areas have already been subject to naturally occurring episodes of saturation and unsaturation. Therefore, dewatering of the groundwater would not result in ground settlement or sediment compaction.

Mitigation Measure. The following measure shall be implemented for each project component to avoid potentially adverse effects associated with dewatering during construction.

MM 4.8-2 **Dewatering Plan.** A Dewatering Plan that applies to each project component shall be prepared by the applicant and submitted to the appropriate City Engineer in Hermosa Beach or Manhattan Beach for review and approval prior to the onset of excavation activities, to be implemented if perched or shallow groundwater is encountered during construction and dewatering is necessary to complete construction. The Dewatering Plan shall include Best Management Practices (BMPs) for dewatering, in compliance with the California Stormwater Quality Association (CASQA) Handbook for Construction or other similar guidelines. Should dewatering

become necessary, the applicant shall submit a written description of all executed dewatering activities, including steps taken to return encountered groundwater to the subsurface or to dispose of the dewatered groundwater upon the completion of dewatering activities.

Significance after Mitigation. Implementation of the above measure requiring development and implementation of a dewatering plan would reduce potential impacts associated with dewatering to a less than significant level.

IMPACT 4.8-3 ***Would the project substantially alter the existing drainage pattern of the site or area or create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?***

All three project components would alter drainage patterns and would include ground-disturbing activities that would divert or redirect surface flows. With implementation of construction BMPs included in each individual project components SWPPP and project-specific Low Impact Design measures included in each individual development's SUSMP, potential impacts associated with drainage pattern alterations and surface runoff would be ***less than significant for*** *all three project components.*

There are no water courses or flood hazard areas on any of the three development sites and the proposed project would not place any structures in a watercourse or flood hazard area, or otherwise alter the course of any stream or river (see Section IX of the Initial Study in Appendix A). All three development sites are currently developed and largely covered in impermeable surfaces. Following implementation of the proposed project, this condition would remain at all three sites.

The project area is currently developed, and the proposed project would not substantially alter drainage patterns, although alterations would be implemented. Ground-disturbing activities during construction, including but not limited to re-grading of the site and conducting excavations for the proposed subterranean parking areas, would have potential to result in temporarily altered drainage patterns and redirect surface flows. BMPs employed as part of the SWPPP would include measures to secure disturbed soils and ensure proper drainage on each of the development sites.

The majority of all three development sites would be impervious (similar to existing conditions) due to the presence of parking areas, walkways, hardscape, and building roofs. The project would include numerous landscaped areas at each development site, introducing opportunities for infiltration of stormwater runoff and roof discharges, thereby minimizing potential impacts associated with stormwater runoff exiting each development site. This would potentially improve surface water quality compared to current conditions.

Following implementation of the proposed project, some amount of surface water runoff would exit each development site, particularly in response to heavy storm events, which also occurs under present conditions. With BMPs included in the project's SUSMP, such as those described

above to slow and treat surface water runoff (treatment provided through infiltration and bio-infiltration techniques), it is anticipated that less runoff would leave the site under project conditions than under present conditions. Upon leaving the site, runoff would be conveyed through the City of Hermosa Beach's or City of Manhattan Beach's existing stormwater drainage system and facilities.

Hermosa Beach Component. The Hermosa Beach component would comply with NPDES permit and City of Hermosa Beach Municipal Code Chapter 8.44, *Stormwater and Urban Runoff Pollution Control Regulations*, Section 8.44.095, *Standard Urban Storm Water Mitigation Plan (SUSMP) Requirement for New Development and Redevelopment Project.* The SUSMP for the Hermosa Beach site would include BMPs to protect erosion and site runoff for the project. Section 8.44.090 of the Municipal Code requires several BMPs, such as sediment barriers, detention ponds, and berms, to control and treat surface water thereby minimizing or avoiding potential adverse effects associated with drainage pattern alterations, to avoid increases in peak discharge and reduce runoff associated with project construction. Section 8.44.095 of the Municipal Code requires all new development to comply with specific performance criteria set forth in the Municipal NPDES permit such as controlling pollutants and runoff volume from the Hermosa Beach site by minimizing the impervious surface area through effective design and use of water permeable surfaces (e.g., permeable paving or landscaping).

Manhattan Beach Components. As discussed under Impact 4.8-1, in accordance with NPDES and Manhattan Beach Municipal Code requirements, a SUSMP would be required and implemented for the two Manhattan Beach components. The SUSMP would require implementation of BMPs, including but not limited to the use of the following: sediment basins, infiltration trenches, infiltration basins, vegetated swales, and biofiltration. These techniques are intended to control and treat surface runoff, thereby minimizing or avoiding potential adverse effects associated with drainage pattern alterations, and to avoid increases in peak discharge. With implementation of applicable requirements, neither Manhattan Beach component would have significant long-term impacts related to surface water runoff.

Overall Impact. The landscape design features and required BMPs for each project component would minimize or avoid potential adverse effects associated with drainage pattern alterations, including those associated with infiltration, erosion, and potential for flooding. The project-specific SUSMP for each component would include conditions that consist of Low Impact Development (LID) structural and non-structural BMPs, source control BMPs, and structural and non-structural BMPs for specific types of uses. LID controls reduce impervious area and promote the use of infiltration and other controls that reduce runoff. LID controls would direct surface runoff to the appropriate storm drain ensuring correct drainage flow. Source control BMPs prevent runoff contact with pollutants that would otherwise be discharged to the municipal stormwater conveyance system. Specific structural controls are required to address pollutant discharges from certain uses including industrial and commercial facilities where pollutants are disposed, stored, or handled.

In addition to the permanent project design features, temporary BMPs during construction to address the potential for erosion, sedimentation, and flooding during construction-related ground-disturbing activities would also be implemented as part of the project's SWPPP which, as described under Impact 4.8-1, would include a monitoring program to ensure that BMPs are implemented according to the SWPPP and are effective at controlling stormwater discharges

Potential impacts to drainage pattern alterations, including how drainage pattern alterations could affect surface water runoff, erosion/siltation, flooding, and stormwater conveyance facilities, would be less than significant for all three project components and the three components combined.

Mitigation Measures. The project-specific SWPPP and SUSMP must be approved by the local jurisdiction prior to the issuance of a grading or building permit. The SWPPP and SUSMP for each project component effectively mitigate potential impacts associated with drainage pattern alterations. Additional mitigation is not required.

c. Cumulative Impacts. Other projects in the cumulative scenario would have potential to result in similar impacts to hydrology and water quality as would occur under the proposed project. Nearby planned and pending projects in Manhattan Beach and Hermosa Beach as listed in Table 3-1 of Section 3, *Environmental Setting*, could potentially reduce water quality and adversely affect groundwater and drainage. However, like the proposed project, other cumulative projects would be subject to the above discussed laws and regulations to avoid or minimize adverse effects to water quality, groundwater, and drainage. Therefore, cumulative impacts related to hydrology and water quality would not be significant. As described above, none of the project components would result in significant impacts to hydrology and water quality, and would not cause, accelerate, or otherwise exacerbate offsite impacts related to hydrology and water quality. Therefore, the proposed project would not make a considerable contribution to cumulative impacts.

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4.9 LAND USE AND PLANNING

This section analyzes the proposed project's consistency with applicable land use plans, policies, and regulations, and identifies potential environmental effects that could arise from any inconsistencies. Potential impacts related to the proposed project and its neighboring land uses are discussed in greater detail in other sections of the EIR (Aesthetics, Noise, and Air Quality).

4.9.1 Setting

a. Citywide Land Use Patterns. The cities of Hermosa Beach and Manhattan Beach are located in southwest Los Angeles County, with Hermosa Beach encompassing 1.4 square miles with 1.8 miles of coastline along Santa Monica Bay, and Manhattan Beach encompassing 3.15 square miles with two miles of coastline adjoining Hermosa Beach's coastline to the north. All three development sites are located on SR 1.

Hermosa Beach's land use is approximately 67 percent residential, 22 percent institutional, including parks, with commercial accounting for approximately 7 percent of the city's total land area and industrial 4 percent. Less than one-half percent of lands in Hermosa Beach are vacant with the majority zoned residential (PLAN Hermosa 2015).

Manhattan Beach's land use is nearly 70 percent residential, with 10 percent commercial and the remaining lands consisting of industrial, parks, public facilities, and other uses (Manhattan Beach General Plan 2002).

b. Project Site and Surrounding Land Uses. The project site consists of a site in Hermosa Beach and two sites in Manhattan Beach. Table 4.9-1 lists and describes the surrounding land uses and Figure 2-2 in Section 2, *Project Description*, shows the location of the three development sites and surrounding land uses.

Hermosa Beach Site. This site is currently developed with auto sales facilities with auto repair facilities on the other parcels. Properties along SR 1 were the former locations for Midas Muffler, Vasek Polak BMW, and South Bay Lotus dealership. All existing buildings onsite are currently vacant. Figures 2-3a, 2-3b, and 2-3c in Section 2, *Project Description*, show photos of the Hermosa Beach site.

The parcels that comprise the Hermosa Beach site are zoned C-3 (General Commercial). (See Figure 4.9-2.) The entire Hermosa Beach site has a General Plan land use designation of General Commercial (GC). The C-3 zone is intended to provide opportunities for the full range of office, retail, and service businesses appropriate for the SR 1 and Aviation Boulevard commercial corridors. Properties immediately west of the Hermosa Beach site are zoned R-1 (Single-Family Residential) and built out with single-family residences. Properties on the east side of SR 1 across from the site are in the City of Manhattan Beach. These properties are zoned CG (General Commercial) and developed with commercial and office buildings (See Figure 4.9-2).

305 S. Sepulveda Boulevard Site. The 305 S. Sepulveda Boulevard site is located at 305, 309, and 317 S. Sepulveda Boulevard (SR 1) and 1050 Duncan Avenue. These properties are about 165 feet north of the proposed Hermosa Beach site. The site includes APNs 4169-024-001,

4169-024-002, and 4169-24-021, and totals approximately 0.65 acres. The site slopes downward from north to south along SR 1 and slopes upwards from west to east.

Table 4.9-1
Existing Land Uses and Zoning

Direction	Existing Zoning	Existing Use
Hermosa Beach Site		
North	R-1 and C-3	Longfellow Avenue is located immediately north of the site. A child care center, residences, and commercial uses are located on the north side of Longfellow Avenue. Existing Skechers offices are located north of Longfellow Avenue, east of SR 1.
East	City of Manhattan Beach – GC	SR 1 and commercial office buildings
South	R-1, C-3, and C-3	Commercial uses and residence
West	R-1	Single-family residences
Manhattan Beach Sites		
305 S. Sepulveda Boulevard		
North	GC, RM, and RS	Duncan Avenue is located immediately north of the site. Existing Skechers offices are located North of Duncan Avenue, west of SR 1.
East	GC	SR 1 and commercial office buildings, including existing Skechers offices
South	City of Hermosa Beach – C3 and R-1	Boundary Place is located immediately south of the site. A child care center, residences, and commercial uses are located on the south side of Boundary Place.
West	RM	Single-family residences
330 S. Sepulveda Boulevard		
North	CG	Duncan Avenue is located immediately north of the site. Existing commercial development is located north of Duncan Avenue, east of SR 1.
East	RS	Single-family residences
South	CG	Parking lot and commercial office building
West	CG	SR 1 and vacant land and commercial office buildings, including the 305 S. Sepulveda Boulevard site

The 305 S. Sepulveda Boulevard site is currently developed with a 7,500-square-foot office building at 1050 Duncan Avenue and a laundry facility called Debonair Cleaners at 317 S. Sepulveda Boulevard. The site was also previously developed with an auto shop called Werxstatt Auto Repair at 305 S. Sepulveda Boulevard and a vacant copy shop at 309 S. Sepulveda Boulevard. These buildings were demolished in March 2017. Existing development

totals 12,422 square feet of building area. Figures 2-4a and b in Section 2, *Project Description*, show photos of the existing site location in Manhattan Beach.

The 305 S. Sepulveda Boulevard site is zoned GC (General Commercial). Properties north, south and east of the site are also zoned GC. Properties directly west of the site are zoned RM (Residential Medium Density) with RS (Residential Single Family) zoned properties further west. The entire site has a General Plan land use designation of General Commercial, which is in part to provide opportunities for professional office uses. Surrounding uses are the existing and proposed (330 S. Sepulveda Boulevard) Skechers office buildings to the east and north on SR 1 and single family residences immediately to the west (See Figure 2-2 in Section 2).

330 S. Sepulveda Boulevard Site. The 330 S. Sepulveda Boulevard site is immediately north of the existing Skechers offices. The site includes APNs 4168-025-006 and 4168-025-016 and totals approximately 1.23 acres. Surrounding uses are the existing (330 S. Sepulveda Boulevard) and proposed (305 S. Sepulveda Boulevard) Skechers office buildings to the south and west on SR 1, commercial space to the north, and single family residences immediately to the east (See Figure 2-2 in Section 2).

The 330 S. Sepulveda Boulevard site was formerly developed with a vacant car wash. However, the car wash has been demolished and the site is currently vacant. Figure 2-5 shows photos of the site.

The 330 S. Sepulveda Boulevard site is zoned GC (General Commercial). Properties north and south of this site are also zoned GC. Properties directly east of the 330 S. Sepulveda Boulevard site are zoned RS-D7 (Residential Single-Family, Longfellow Drive Design Review), with RS (Residential Single Family) further to the east. The 330 S. Sepulveda Boulevard site has a General Plan land use designation of General Commercial, which is in part to provide opportunities for professional office uses.

Neighborhoods surrounding the project site are characterized by a mix of residential and commercial uses. Figure 2-2 in Section 2, *Project Description,* shows the three development sites and surrounding uses, which are summarized below.

c. Regulatory Setting. The cities of Hermosa Beach and Manhattan Beach each regulate land use within their incorporated city boundaries through their General Plan and Municipal Codes. Each of these regulatory documents establishes policies that apply to each city.

City of Hermosa Beach. The Land Use Element of the Hermosa General Plan designates the site as General Commercial (GC). The General Plan describes the GC land use designation as the broadest and most intense category of uses. Examples of uses include auto and truck related uses, lumber yard, and equipment rental (see Figure 4.9-1). Table 4.9-2 describes in greater detail the project zoning and land use and their associated requirements and purpose.

The Hermosa Beach site is zoned C-3(General Commercial). Figure 4.9-2 shows the zoning for the site and surrounding uses. Chapter 17.26 states the C-3 zone is intended to provide for full range of office, retail, and service businesses deemed suitable for the city, and appropriate for the SR 1 and Aviation Boulevard commercial corridors, including businesses not appropriate for other zones because they attract heavy vehicular traffic or have specific adverse impacts.

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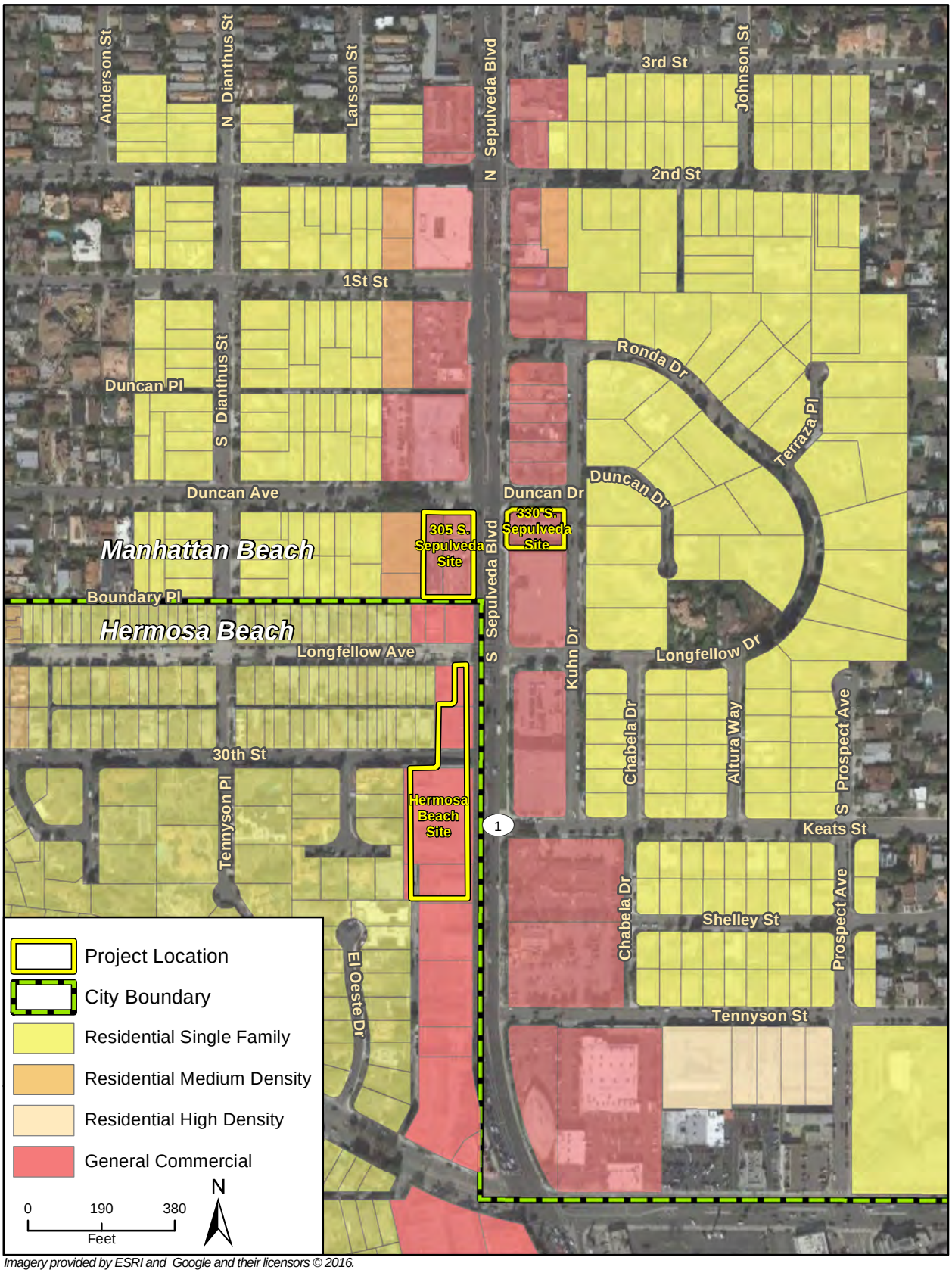
Hermosa Beach General Plan Land Use Designations Figure 4.9-1



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Hermosa Beach and Manhattan Beach Zoning Figure 4.9-2

General Plan. The General Plan is the primary document for providing a long-term and comprehensive plan for land use decision making. The General Plan includes the following elements: Circulation, Transportation & Parking; Conservation; Open Space; Housing; Urban Design; Land Use; Economic Element; Noise; Safety; Seismic; and Utilities. The General Plan was adopted in 1979 with a number of updates and amendments over time. A summary of policy topics from each General Plan Element (with the year in parentheses indicating the year of adoption or latest revision to that Element) is provided below.

- ***Circulation, Transportation, and Parking Element (1990).*** *The purpose of the Hermosa Beach Circulation, Transportation and Parking Element is to evaluate the transportation needs of the city and present a comprehensive transportation plan to accommodate those needs. The Element thus provides a balanced plan for transportation in Hermosa Beach, which considers streets and roads, public transit, ridesharing, parking and other issues.*
- ***Conservation (1979).*** *The Conservation Element's objective is to preserve and enhance the nature environment consistent with human needs. This Element primarily discusses water resources and the beach and sets policies to conserve these resources.*
- ***Open Space (1979).*** *The Open Space Element outlines goals and policies to preserve and enhance the existing green areas, and to increase the total open space areas within financial possibility. The Open Space Element includes the Comprehensive Park and Recreation Master Plan, which provides guidance to the City for the orderly development of parks, recreation, and open space facilities and programs.*
- ***Housing (2013).*** *The Housing Element describes the City's needs, goals, policies, objectives, and programs regarding the preservation, improvement, and development of housing within Hermosa Beach. The Element provides an indication of community housing needs in terms of affordability, availability, adequacy, and accessibility. The Element provides a strategy to address housing needs and identifies a range of specific housing programs to meet identified needs.*
- ***Urban Design (1979).*** *This Element outlines policies and objectives to preserve the scale of the community. It maintains that: "introduction of massive land uses such as large buildings or new transportation corridors should be carefully evaluated." It is concerned with abrupt changes in scale and form resulting in a land use overwhelming another and suggests that this visual shock can be lessened by generous landscaping and limiting the apparent size of buildings and parking lots near the boundary.*
- ***Land Use (1994).*** *The Land Use Element sets forth a set of coherent development policies for all local land use issues. The Land Use Element provides: 1) the land use map; 2) standards for population density; 3) standards for building intensity; 4) identification of future solid waste disposal sites; and 5) a discussion of the relationship between the Land Use Element and the Circulation and Noise Elements. Figure 4.9-1 shows the General Plan land use designations throughout Hermosa Beach.*
- ***Economic (1979).*** *The Economic Element identifies problems, issues, assets, and opportunities to be considered in a rational and orderly plan for improved commercial activity in Hermosa Beach. It also establishes guiding concepts, goals and polices related to economic development.*
- ***Noise (1979).*** *The Noise Element includes a description of existing noise levels and sources. The Noise Element incorporates comprehensive goals and objectives, as well as policies and standards for acceptable noise levels.*
- ***Safety (1979).*** *This Element analyzes the significant areas of risk within Hermosa Beach to determine their relative importance as hazards. The Element is intended to provide a major input to the City's Emergency Operation Plan and to develop an analytical basis for response planning. The Element discusses fire safety and railroad safety. It should be noted that the railroad in*

Hermosa Beach was abandoned in the 1980s and therefore, this portion of the element no longer applies.

- ***Seismic (1979).*** *The Seismic Element discusses seismic safety in Hermosa Beach and provides recommendations for workable implementation programs.*
- ***Utilities (1979).*** *The Utilities Element provides comprehensive review of utilities in Hermosa Beach and a program of coordinated policy for orderly development of utilities and utility infrastructure.*

PLAN Hermosa. The City of Hermosa Beach is in the process of updating its General Plan. A *Public Review Draft* of PLAN Hermosa was released in December 2015 with proposed adoption in 2017 (http://www.hermosabch.org/index.aspx?page=767). PLAN Hermosa, the General Plan/Coastal Land Use Plan for Hermosa Beach, provides a future vision, policies, and proposed actions to guide residents, decision makers, staff members, project developers, and businesses in Hermosa Beach. For City staff, PLAN Hermosa is a guide to evaluate projects, structure City programs, and decide whether to pursue new opportunities. City officials will use the PLAN as the basis for decision making and to guide the development of new policies, ordinances, programs, initiatives and capital expenditures. PLAN Hermosa will not supersede the existing General Plan until it is approved and adopted by the Hermosa Beach City Council.

Sustainability Plan. The Hermosa Beach Sustainability Plan, adopted in June 2011, provides a plan of local actions that the City and residents of Hermosa Beach can implement for a more sustainable future. The Sustainability Plan focuses on water, waste, transportation, building, energy, and marine/coastal issues (http://www.hermosabch.org/index.aspx?page=334).

Zoning Ordinance. The C-3, General Commercial, Zone District provides for a full range of office, retail, and service businesses including business not appropriate for other zones because they attract heavy vehicular traffic or have specific adverse impacts. Table 4.9-2 summarizes applicable standards for the C-3 zone. Figure 4.9-2 shows the City's zoning in the project site vicinity (http://www.hermosabch.org/index.aspx?page=395).

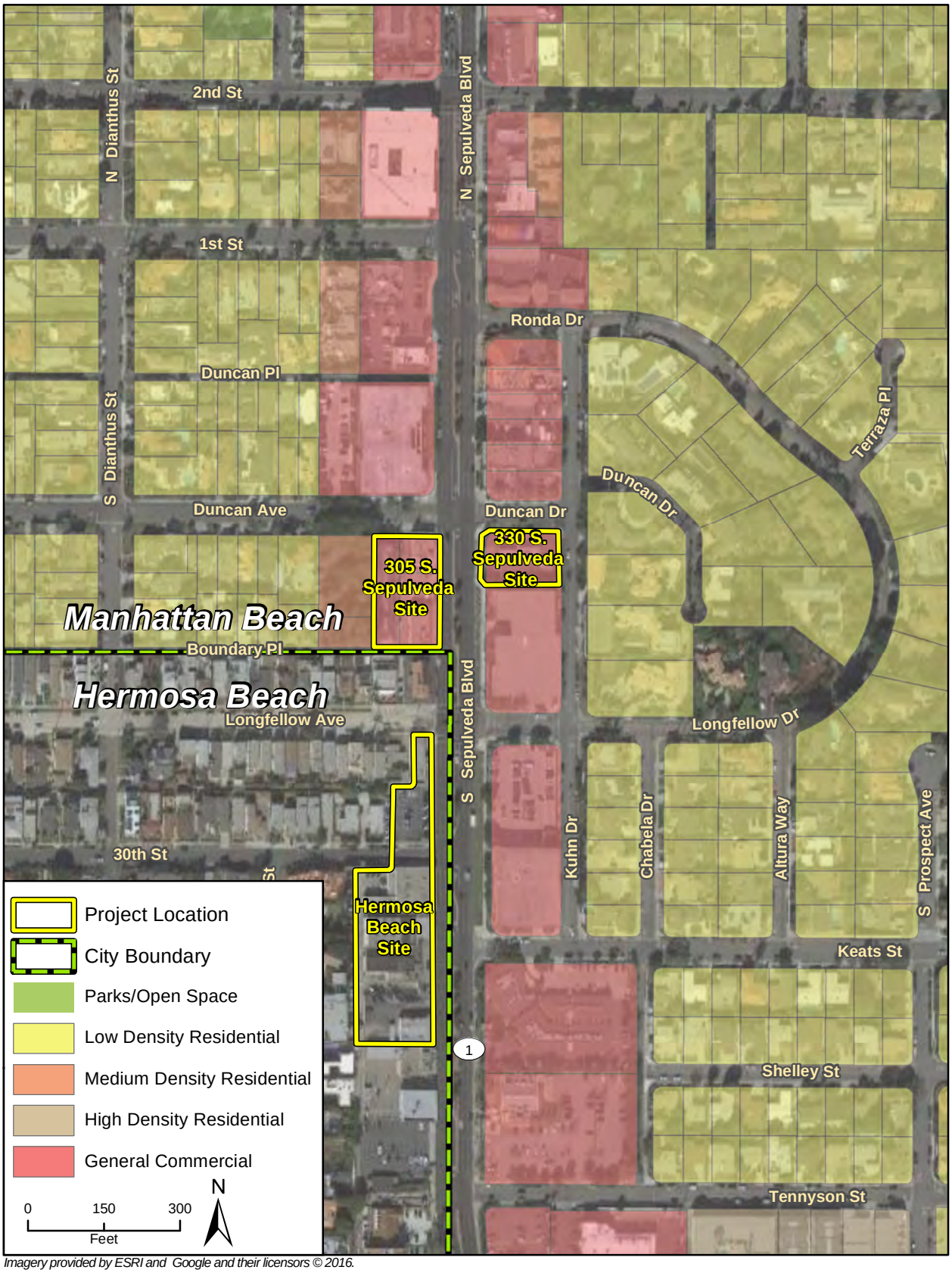
City of Manhattan Beach. The Land Use Element of the Manhattan Beach General Plan designates both Manhattan Beach sites General Commercial. The General Commercial designation provides opportunities for a broad range of retail and service commercial and professional office uses intended to meet the needs of local residents and businesses and to provide goods and services for the regional market. The General Commercial category accommodates uses that typically generate heavy traffic. Therefore, this designation applies primarily along SR 1 and targeted areas along Manhattan Beach Boulevard, Artesia Boulevard, and Aviation Boulevard. The maximum FAR is 1.5:1.

General Plan. The Manhattan Beach General Plan describes how residents will work to retain the small-town atmosphere that makes their City unique, but at the same time, responds to the dynamics of regional traffic issues and meets changing community needs. The General Plan serves as a policy guide, balancing these interrelated factors to Manhattan Beach's community vision. The 2003 General Plan was adopted in 2003 with updates in 2004 to implement a design overlay district in a residential neighborhood. A summary of policy topics from each General Plan Element is provided below. Figure 4.9-3 shows the 305 and 330 S. Sepulveda Boulevard sites and surrounding land use designations in Manhattan Beach.

Table 4.9-2
Zoning and General Plan Requirements - Hermosa Beach Site

	GENERAL PLAN LAND USE	ZONING DISTRICT
	General Commercial (GC)	**General Commercial (C-3)**
Purpose	The broadest and most intense category of uses: examples of such uses would be auto and truck related uses, lumber yard, equipment rental	Provides for a full range of office, retail, and service businesses including business not appropriate for other zones because they attract heavy vehicular traffic or have specific adverse impacts
Height	N/A	Maximum Height Allowed: 35 feet
Setbacks	N/A	**Front:** No need to provide a front yard except as may be required by a precise plan **Side or Rear:** A minimum rear and/or side yard setback of 8 feet shall be provided, and an additional 2 feet of setback shall be provided for each story over the first story for structures that abut residential zones, except where public rights-of-way,20 feet or greater in width, separate the commercial zone from the residential zone.
Floor Area Ratio (FAR)	1:1, greater FAR requires Planning Commission approval	N/A

- ***Land Use.*** *The Land Use Element describes the history of Manhattan Beach development, the distinct neighborhoods found in the City, and the Land Use Plan for the City. The Land Use Plan is to guide the development, maintenance, and improvement of land and properties for the next twenty years. It provides goals and policies for the density and intensity of development, General Plan Land Use Designations, along with goals and policies to maintain the City's small-town character, meet open space goals, community aesthetics, neighborhood character, protecting residential neighborhoods, and developing vibrant and diverse commercial areas.*
- ***Infrastructure.*** *The Infrastructure Element discusses circulation, neighborhood traffic intrusion, parking, pedestrian and bicycle networks, water, sewer, storm drains, energy, communications facilities, and solid waste and recycling. Circulation refers to all travel modes and routes people use to move within and beyond Manhattan Beach.*
- ***Housing.*** *The Housing Element describes the City's needs, goals, policies, objectives, and programs regarding the preservation, improvement, and development of housing within Manhattan Beach. The Element analyzes community housing needs in terms of affordability, availability, adequacy, and accessibility, and describes the City's strategy and programs to address those needs.*
- ***Community Resources.*** *The Community Resources element focuses on the long-term enhancement of resources that distinguish Manhattan Beach and create a high-quality community. This element addresses Parks and Recreation, Cultural Arts, Educational Institutions, Landscape Resources, Conservation, and Air Quality.*
- ***Community Safety.*** *The Community Safety Element includes sections on Natural Hazards and Fire Safety, Hazardous Materials Release, Emergency Preparedness and Response Services, and Law Enforcement Services.*



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Manhattan Beach General Plan Land Use Designations Figure 4.9-3

- ***Noise.*** *Manhattan Beach, through policies in the Noise Element strives to substantially reduce noise and its impacts within the urban environment, with a focus on protecting residential neighborhoods, schools, and similar noise-sensitive uses.*

Sepulveda Boulevard Development Guide. The City of Manhattan Beach adopted these guidelines in 1997 and they are intended to encourage certain desirable elements to be included in development projects on Sepulveda Boulevard (SR 1). These desirable elements include signage regulations, providing reciprocal access between sites to reduce curb cuts, right-turn pockets and driveway throats, sidewalk dedication, landscaping, and utility undergrounding among other elements. They are to be used as a supplement to the City Zoning Code requirements during Use Permit and other discretionary project reviews. The Planning Commission may decide if any of the guidelines are unnecessary or inappropriate for incorporation in a certain project.

Zoning Ordinance. Both Manhattan Beach sites are zoned CG (General Commercial). Figure 4.9-3 shows the zoning for the sites and surrounding uses. Similar to the General Commercial land use designation, the CG Zone is to provide opportunities for the full range of retail and service businesses deemed suitable for location in Manhattan Beach, including businesses not permitted in other commercial districts because they attract heavy vehicular traffic or have certain adverse impacts. This zone is also intended to provide opportunities for offices and certain limited industrial uses that have impacts comparable to those of permitted retail and service uses to occupy space not in demand for retailing or services. Table 4.9-3 describes in greater detail the project zoning and land use and their associated requirements and purpose.

Table 4.9-3
Zoning and General Plan Requirements - Manhattan Beach Sites

	GENERAL PLAN LAND USE	ZONING DISTRICT
	General Commercial (GC)	**General Commercial (CG)**
Purpose	The General Commercial category provides opportunities for a broad range of retail and service commercial and professional office uses intended to meet the needs of local residents and businesses and to provide goods and services for the regional market.	To provide opportunities for the full range of retail and service businesses deemed suitable for location in Manhattan Beach, including businesses not permitted in other commercial districts because they attract heavy vehicular traffic or have certain adverse impacts, and to provide opportunities for offices and certain limited industrial uses that have impacts comparable to those of permitted retail and service uses to occupy space not in demand for retailing or services.
Height	Policy LU-1.1: Limit the height of new development to three stories where the height limit is 30 feet to protect the privacy of adjacent properties, reduce shading, protect vistas of the ocean, and preserve the low-profile image of the community.	Maximum Height: 30 feet
Setbacks	N/A	None
Floor Area Factor (FAF)	FAF Allowed: 1.5:1	FAF Allowed: 1.5:1
Minimum Site Landscaping (%)	N/A	8%

4.9.2 Impact Analysis

a. Methodology and Significance Thresholds. Based on Appendix G of the *CEQA Guidelines*, the effects of the related to land use are considered significant if the proposed project would:

1. *Physically divide an established community;*
2. *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, clean air plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or*
3. *Conflict with any applicable habitat conservation plan or natural community.*

The Initial Study in Appendix A concludes that the proposed project would not divide an established community or conflict with a habitat conservation plan or natural community conservation plan. Therefore, only conflicts with applicable land use plans (Criterion 2) and potential impacts that might arise from those conflicts are addressed in this section.

b. Project Impacts and Mitigation Measures.

IMPACT 4.9-1 ***Would the proposed project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?***

All three components of the proposed project would be consistent with Hermosa Beach and Manhattan Beach zoning standards and would be primarily consistent with applicable General Plan policies for both communities. There would be some inconsistencies with circulation policies related to traffic congestion on SR 1 and exposure to noise in excess of standards. However, on balance, all three project components are consistent with applicable General Plan policies. Impacts related to consistency with plans, policies, and regulations would therefore be ***less than significant.***

The proposed project involves the construction and operation of a design center, executive office, and additional office space for Skechers on three separate development sites.

Zoning Consistency Review: Hermosa and Manhattan Beach. As shown in Table 4.9-4, each project component is consistent with the applicable zoning ordinance. Each is designed to conform to applicable maximum building height, setbacks, FAR/FAF (Floor Area Ratio/Factor), and landscaping requirements. The proposed Hermosa Beach component, consisting of a design center, offices, and a coffee shop, is an allowed use in the C-3 (Hermosa Beach) zone. The C-3 zone in Hermosa Beach is intended to provide for a full range of office, retail, and service businesses deemed suitable for the City, and appropriate for SR 1. The offices proposed at 305 S. Sepulveda Boulevard and 330 S. Sepulveda Boulevard are also allowed in the CG (Manhattan Beach) zone district. The CG zone in Manhattan Beach is intended to provide opportunities for the full range of retail and service businesses deemed suitable for location in Manhattan Beach.

Table 4.9-4
Consistency with Zoning Ordinances

	Hermosa Beach (C-3)		Manhattan Beach (CG)		
				Proposed	
Requirement	**Allowed**	**Proposed**	**Allowed**	**305 S. Sepulveda Boulevard**	**330 S. Sepulveda Boulevard**
Floor Area Factor (FAF)[1]	N/A	1.57:1	1.5:1	1.32:1	1.4:1
Building Height	35 feet	35 feet	30 feet	30 feet	30 feet
Setbacks	**Front:** None **Side or Rear:** 8 feet if adjacent to a residential district plus 2 feet for each story over one story	**Design Center**: Front: 16' 6" West Side: 11' 3" East Side: 11' 9" Rear: 40' 6" **Executive Bldg**: Front: 16' 6" West Side: 0' East Side: 39' 7" Rear: 24' 4"	0 feet	Front: 10 feet West Side: 15'8" East Side: 5 feet Rear: 15'6"	Front: 21' 4.5" West Side: 2' 9" East Side: N/A* Rear: 11'8" *Adjoins existing Skechers building
Minimum Site Landscaping (%)	Rear and side landscaping required when adjacent to Residential Zones	**Design Center**: 16.5' rear landscape area **Executive Bldg**: 3' 3" rear landscape area	8% minimum	17%	14%

[1] *Floor Area Factor (FAF) is the ratio of allowable building square footage based on the total area of the parcel.*

Hermosa Beach's C-3 zone district does not have a maximum floor area ratio (ratio of total building square footage to lot area) but has a maximum building height of 35 feet, and requires landscaping and building setback of eight feet plus two feet for each additional story when the side and/or rear of the property is adjacent to a residential zone. This equates to a 12-foot setback for the Hermosa Beach component. The CG zone district in Manhattan Beach refers to the maximum intensity as FAF or Floor Area Factor. The maximum FAF in the CG zone district is 1.5:1. The building at 305 Sepulveda Boulevard has a FAF of 1.32:1 and 330 Sepulveda Boulevard has a FAF of 1.4:1, both below the maximum ratio allowed. Landscaping for both the 305 S. Sepulveda Boulevard and 330 S. Sepulveda Boulevard components also exceed the minimum requirements of Manhattan Beach's CG zone.

General Plan Consistency Review. The proposed project would be subject to the policies set forth in the Hermosa Beach and Manhattan Beach general plans. Consistent with the scope and purpose of this EIR, the discussion focuses on those General Plan goals and policies that relate to avoiding or mitigating environmental impacts, and an assessment of whether any inconsistency with these goals and policies creates a significant physical impact on the environment. Although the ultimate determination of whether the proposed project is consistent with the General Plan lies with the decision-making bodies for each city (Planning Commission and City Council), this EIR has made a determination as to the project's

consistency/inconsistency with the goals and policies discussed in Tables 4.9-5 and 4.9-6. Only goals and policies relevant and applicable to the proposed project are included. Goals and policies that are redundant between elements are omitted, as are goals and policies that call for City actions that are independent of review and approval or denial of the proposed project.

Table 4.9-5
City of Hermosa Beach General Plan Policy Consistency

General Plan Goal or Policy	Discussion
CIRCULATION, TRANSPORTATION, & PARKING ELEMENT	
Objective 2.0: Protect the environment on residential streets by minimizing intrusion of vehicular traffic and parking in residential neighborhoods.	**Consistent.** The proposed underground parking for the two buildings is to be accessed from SR 1, away from residential neighborhoods. Construction workers are to be informed not to park in nearby residential neighborhoods and a shuttle service for workers to park offsite would be provided if there is not adequate parking available onsite during construction. Service and delivery operations are planned to occur along SR 1 and via the SR 1 driveway with delivery occurring in the underground parking. Parking for the Hermosa Beach component exceeds Hermosa Beach's Code requirement by 26 spaces so it is not anticipated that this component would generate substantial demand for on-street parking. The project would increase traffic on residential streets adjacent to the project site, notably 30th Street and Duncan Avenue, but traffic levels would remain within the capacity for all residential streets in the study area. Although the increase in traffic on residential streets would not be desirable for nearby residents, it would not be expected to create significant safety hazards or noise impacts. See Section 4.12, *Transportation and Circulation*, under impacts 4.12-2 and 4.12-4, and Section 4.10, *Noise*, under Impact 4.10-3.
Implementation Policy 2.0: Make reasonable efforts to maintain volumes below 2,500 vehicles per day on local residential streets, wherever possible.	**Consistent.** Daily trip volumes on the residential street segments maintained an LOS of A in existing conditions with project trips and in the future with project trips. The estimated total daily trips for the entire project is 1,312, with the majority of those trips occurring on SR 1 (see Section 4.12, *Transportation and Circulation*). Project traffic, including deliveries, is also directed toward SR 1 away from residential streets.
Implementation Policy 2.1: Through vehicle traffic shall be reduced and diverted from residential neighborhoods by implementation of a neighborhood traffic control program which includes neighborhood participation and review. A neighborhood traffic control program would provide a mechanism for review of specific neighborhood traffic problems at the request of organized neighborhood groups. Neighborhood area studies would respond to specific through traffic, speed or accident problems. Traffic control devices such as signs, signals and pavement markings as well as traffic management devices such as medians and traffic diverters would be studied as potential solutions on a case-by-case basis.	**Consistent.** The Executive Building and Design Center are designed to minimize traffic impacts on adjoining residential districts by providing underground parking for staff and customers with access to the parking via SR 1 to minimize the need to travel through adjoining residential neighborhoods. Underground parking exceeds the requirements of the C-3 zone to minimize the need for on-street parking, especially in residential neighborhoods. A widened shoulder along SR 1 would reduce impacts to traffic flow on SR 1. The estimated total daily trips for the entire project is 1,312, with the majority of those trips occurring on SR 1. Although the project would generate cut through traffic on adjacent residential streets such as on Duncan Avenue from the commercial use, such traffic increases would not exceed identified thresholds or cause reductions in levels of service that would create incompatibilities between the residential and commercial uses or traffic hazards (see Impacts 4.12-2 and 4.12-4 in Section 4.12, *Transportation and Circulation*). Project traffic, including

Table 4.9-5
City of Hermosa Beach General Plan Policy Consistency

General Plan Goal or Policy	Discussion
	deliveries, is also directed toward SR 1, away from residential streets.
Implementation Policy 2.2: Implement all measures which would add capacity to Pacific Coast Highway that are feasible and practical to keep traffic flowing as smoothly as possible and to reduce the tendency for drivers to such alternate parallel routes.	**Consistent.** A widened shoulder is proposed on SR 1 to reduce impacts to traffic flow on SR 1. Traffic volumes on SR 1 would increase due to the proposed project, with significant impacts identified at several SR 1 intersections (See 4.12, *Transportation and Circulation*). The project is expected to increase traffic on residential streets, notably 30th Street and Duncan Avenue, but all feasible traffic mitigation measures would be imposed and are included in Section 4.12. Section 6, Alternatives, also includes an alternative that would include a new traffic signal at SR 1/Keats Street. This signal would incrementally improve traffic flow along SR, but would need to be approved by Caltrans.
Implementation Policy 2.3: Locate new developments and their access points in such a way that traffic is not encouraged to utilize local residential streets and alleys for access to the development and its parking.	**Consistent.** The Executive Building and Design Center are designed to minimize traffic impacts on adjoining residential districts by providing underground parking for staff and customers with access to the parking via SR 1 to minimize the need to travel through adjoining residential neighborhoods to access the project. Daily trip volumes on the residential street segments maintained an LOS of A in existing conditions with project trips and in the future with project trips. Project traffic, including deliveries, is also directed toward SR 1 away from residential streets.
Objective 3.0: Ensure an adequate supply of parking, both on-street and off-street, to meet the needs of both residents and commercial businesses.	**Consistent.** A total of 514 commercial parking spaces would be provided in subterranean parking as part of the Hermosa Beach component, in addition to 51 carpool/vanpool spaces, and 15 electric vehicle spaces.. A total of 488 parking stalls are required per Hermosa Beach zoning requirements for the Design Center and Executive Offices.
Implementation Policy 3.1: Encourage the provision of preferential parking for high occupancy vehicles wherever possible.	**Consistent.** The Executive Building and Design Center includes 51 carpool/vanpool preferential parking spaces in their underground parking garage.
Implementation Policy 3.5: Require that all parking facilities provide parking spaces appropriate to the needs of the handicapped.	**Consistent.** The Executive Building and Design Center include 13 disabled spaces in their underground parking garage.
Implementation Policy 3.6: Require all new development to accommodate project-generated parking consistent with encouraging alternate transportation demand management programs.	**Consistent.** The Executive Building and Design Center includes secured storage for 32bikes in their underground parking garage along with two unisex showers/changing area.
Implementation Policy 4.0: Maintain level of service (LOS) C or better during peak hours at signalized intersections whenever possible.	**Inconsistent.** Several intersections on SR 1 are already operating at LOS D or worse during peak hours or would operate below LOS C with the project in current and/or future conditions (See 4.12, Transportation and Circulation). Feasible mitigation has been proposed, but mitigation that could achieve LOS C at all intersections during peak hours is not available.
Implementation Policy 4.4: All new development shall be required to provide reasonable mitigation measures for traffic impacts identified by the City.	**Consistent.** Please see 4.12 Transportation and Circulation for the list of identified traffic mitigation measures.

Table 4.9-5
City of Hermosa Beach General Plan Policy Consistency

General Plan Goal or Policy	Discussion
Implementation Policy 4.7: Provide and maintain pedestrian access routes throughout the city including sidewalks, walk streets, and pedestrian bridges.	**Consistent.** Sidewalks are proposed along the full frontage of both buildings, 8 feet in width along with a pedestrian tunnel to connect the two buildings under 30th Street.
ECONOMIC ELEMENT	
To promote and encourage greater flexibility in the development of land in commercial zones without creating an imposition upon existing or planned uses in and around the subject.	**Consistent.** The proposed Executive Building and Design Center are designed to comply with development standards of SR 1 commercial zone and minimize impacts on adjoining residential districts. Underground parking exceeds the requirements of the zone to avoid competition with adjacent businesses for on-street parking and avoid parking on adjacent residential streets. A widened shoulder is proposed along SR 1 to reduce impacts to traffic flow on SR 1, and added public space and landscaping along SR 1. The Design Center is set back from the rear property line 40 feet to provide distance from the adjoining residential district and the Executive Offices are set back 24 feet from the rear property line to achieve the same.
To maintain prevailing scale and mix of development.	**Consistent.** The proposed designs of the Executive Building and Design Center are intended to complement the design of the existing Skechers buildings nearby on SR 1 in Manhattan Beach and within the height limits (30 feet) of the C-3 Zone District. The Design Center is set back from the rear property line 40 feet to provide distance from the adjoining residential district and the Executive Offices are set back 24 feet from the rear property line to achieve the same. The building will extend along a linear distance as one structure different from the current mix of retail and office space. The increase in office employees at this location could increase demand for more commercial retail along the corridor adding to the mix of development.
There should be sidewalks the entire length of the highway (PCH) to provide for safe and proper pedestrian access and movement.	**Consistent.** Sidewalks are proposed along the full frontage of both buildings, 8 feet in width.
Pacific Coast Highway should be landscaped its entire length within Hermosa Beach and provisions of an appropriate irrigation system be made.	**Consistent.** Landscaping is proposed along SR 1 with appropriate automated irrigation system.
Every effort should be made to underground the wiring along the highway (PCH).	**Consistent.** Skechers is proposing to underground the overhead utilities (electrical, phone, cable) running along the west property line of the Hermosa Beach site.
UTILITIES ELEMENT	
All new commercial, industrial, or residential construction and remodels of more than $15,000 shall underground utilities to the nearest available power source.	**Consistent.** Skechers is proposing to underground the overhead utilities (electrical, phone, cable) running along the west property line of the Hermosa Beach site.
NOISE ELEMENT	
Consider two-story development of commercial properties on Pacific Coast Highway to restrict traffic noise from carrying into residential areas.	**Consistent.** The Design Center buildings are proposed to be two stories tall.

Table 4.9-5
City of Hermosa Beach General Plan Policy Consistency

General Plan Goal or Policy	Discussion
Maximum ambient noise level for C-3 is 60 dBA or below.	**Inconsistent.** Noise measurements at SR 1 and 30th Street had existing readings above 60 dBA, but noise attenuation from the building design would reduce interior noise to acceptable levels. Such design features include solid, insulated, un-openable windows, and building set back from SR 1. The three-story building would also act as a noise barrier that reduces noise from SR 1 at residential areas behind the Skechers building. See Section 4.10, Noise, for full discussion of noise impacts.

Table 4.9-6
City of Hermosa Beach PLAN Hermosa Public Review Draft Policy Consistency

General Plan Goal or Policy	Discussion
PLAN Hermosa is a comprehensive update of the General Plan for the City of Hermosa Beach. It was released for public review in December of 2015 and scheduled for adoption in 2017. It is currently a draft document and not the adopted plan for the City. It is being reviewed here to provide information to decision-makers and the public on the consistency of this project with proposed key land use goals and policies in PLAN Hermosa.	
LAND USE ELEMENT	
Gateway Commercial (GC) Land Use Designation. Proposed new Land Use Designation for the project. The Gateway Commercial designation plays a role in providing services and amenities to visitors and the region by encouraging hotels and larger employment centers to be located in this area. With the Gateway Commercial designation appropriately applied to larger sites, they are intended to provide both commercial services as well as facilities that benefit the local community. In the Gateway Commercial designation, the ground floor should include community or regionally-oriented retail uses with upper floor high visitor office uses. Professional and medical offices and hotels providing lower cost visitor accommodations are also allowed in this designation. Intensity Range is 1.0 – 2.0 Floor Area Ratio.	**Consistent.** The Design Center is a larger employment center that would increase employment in Hermosa Beach by 430 persons. The proposed coffee shop on the first floor is consistent with providing services and amenities to visitors in the region and benefit the local community. Its main purpose is as a professional office with a floor area ratio (FAR) of 1.34:1 for the Design Center and 0.76:1 for the Executive Offices. The combined FAR is within the proposed FAR intensity range.
Goal 1: Create a sustainable urban form and land use patterns that support a robust economy and high quality of life for residents.	**Consistent.** The Executive Building and Design Center conform to the requirements of the proposed land use for the site (GC) as described above, providing employment to support the local economy. The building's design will have a noise-reducing impact on traffic noise for the residents located behind the structure and the office use will not increase nighttime noise as the building will not be occupied at night. The coffee house will also provide a local service to the area. These are factors considered consistent with providing a high quality of life for residents.
Goal 4: A variety of mixed use corridors throughout the city that provide opportunities for shopping, recreation, commerce, employment and circulation.	**Consistent.** The Executive Building and Design Center would provide additional office space in the GC corridor and their designs include architectural features such as outdoor spaces and varying facades and provide a service

Table 4.9-6
City of Hermosa Beach PLAN Hermosa Public Review Draft Policy Consistency

General Plan Goal or Policy	Discussion
Policy 4.2 Employment centers. Encourage the development and co-location of additional office space and employment centers along corridors. Policy 4.3 Diverse range of uses. Allow a wide variety of uses to locate in Gateway Commercial nodes along corridors, including destination retail centers, mixed-use life-style centers, hotels, and office employment, among other uses. Policy 4.4 Unique architectural design. Encourage the use of unique architectural features, facades, and outdoor spaces within Gateway Commercial developments to signify arrival to Hermosa Beach.	commercial use with the coffee shop. The increase in office employees at this location could increase demand for more commercial retail along the corridor adding to the range of uses. The project would provide a "Hermosa Beach" monument sign to signify arrival to Hermosa Beach.
Goal 5: Quality and authenticity in architecture and site design in all construction and renovation of buildings. Policy 5.1 Scale and massing. Consider the scale of new development within its urban context to avoid abrupt changes in scale and massing. 5.2 High quality materials. Require high quality and long lasting building materials on all new development projects in the city. 5.3 Unique and innovative architecture. Encourage innovative and quality architecture, while facilitating a diversity of architectural styles Policy 5.4 Locally appropriate materials. Require architectural designs, building materials and landscape design to respect and relate to the local climate, topography, history, and building practices.	**Consistent.** The Executive Building and Design Center is designed to fit in with the topography along SR 1, offset from SR 1 to provide additional public space and provide a building style that will fit in with its location and existing Skechers buildings in the immediate area along outdoor areas and underground parking. The building is set back from the rear property with landscaping to buffer the building from the residences. The building will be built to the maximum height allowed in the General Commercial Zone (35 feet) and is longer than the adjacent residential structures. The Aesthetics section, Impact 4.1-2 and 3, address the potential impact to the existing visual character of the site and surroundings. The project applicant is seeking Leadership in Energy & Environmental Design (LEED) Gold Certification. Measures proposed to meet LEED Gold Certification requirements include provisions for quality and sustainable building materials.
Goal 6: A pedestrian-focused urban form that creates visual interest and a comfortable outdoor environment. Policy 6.1 Outdoor amenities. Require all new development to be designed and constructed with pedestrian friendly features such as wide sidewalks, tree-shaded streets, buildings that define the public realm, and, in the case of non-residential uses, have transparent ground floor building facades that activate the street. Policy 6.2 Streetscaping. Proactively beautify existing streetscapes with street trees, landscaping and pedestrian-scaled lighting.	**Consistent.** The Design Center building has a public pedestrian entrance off of SR 1 with sidewalks proposed along the full frontage of both buildings, 8 feet in width along SR 1 in addition to landscaping and windows along the ground floor. There is also a second floor patio that looks down onto the street.
MOBILITY	
Policy 1.5 Require improvements. Require new development to provide or pay its share of transportation and infrastructure improvements including any sidewalk improvements, landscaping, bicycle infrastructure, traffic calming, and public realm improvements.	**Consistent.** The Skechers project is providing infrastructure improvements including landscaping, sidewalk, and public realm improvements including Hermosa Beach signage.
Goal 2: A public realm that is safe, comfortable, and convenient for travel via foot, bicycle, public transit, and automobile and creates vibrant,	**Consistent.** The Skechers project is providing infrastructure improvements including landscaping, sidewalk, and public realm improvements to make the public realm outside the

Table 4.9-6
City of Hermosa Beach PLAN Hermosa Public Review Draft Policy Consistency

General Plan Goal or Policy	Discussion
people-oriented public spaces that encourage active living. Policy 2.2. Encourage traffic calming. Encourage traffic calming policies and techniques that limit cut-through traffic and high vehicle speeds that may compromise the safety of non-vehicle travelers along residential areas and highly trafficked corridors.	building safe, comfortable and convenient for foot and bicycle travel. Access to onsite parking for the project is designed for access off of SR 1 to minimize residential cut-through traffic. The project design would not hinder the City from installing traffic calming features in the future. The project includes a widened shoulder on SR 1 for vehicles entering the underground parking and exits on residential streets would be designed to force vehicles toward SR 1. The project applicant is not proposing installation of any traffic signals, but a signal at SR 1/Keats Street is included as a mitigation measure in Section 4.12, *Transportation and Circulation*.
Goal 3: Public right-of-ways supporting a multimodal and people-oriented transportation system that provides diversity and flexibility on how users choose to be mobile. Policy 3.1. Repurpose public right-of-ways. Require repurposing public right-of-ways to enhance connectivity for pedestrians, bicyclists, and public transit. Policy 3.3. Active transportation. Require that all development or redevelopment projects accommodate active transportation through providing onsite amenities, necessary connections to existing and planned pedestrian and bicycle networks, and incorporate people oriented design practices. Policy 3.5. Incentivize other modes. Incentivize local shuttle/trolley services, rideshare and car share programs, and developing infrastructure that support low speed, low carbon (e.g. electric) vehicles. Policy 3.10. Require ADA standards. Require that all public right-of-ways be designed per American with Disabilities Act (ADA) standards by incorporating crosswalks, curb ramps, pedestrian signals, and other components to provide ease of access for disabled persons.	**Consistent.** The Skechers project includes infrastructure improvements, including sidewalks, onsite bicycle infrastructure (such as bicycle storage lockers), and electric vehicle priority parking and charging stations. All project designs would be to ADA standards.
Goal 4: A parking system that meets the parking needs and demand of residents, visitors, and employees in an efficient and cost-effective manner. Policy 4.5. Sufficient bicycle parking. Require a sufficient supply of bicycle parking to be provided in conjunction with new vehicle parking facilities by both public and private developments. Policy 4.6. Priority parking. Provide priority parking and charging stations to accommodate the use of Electric Vehicles (EV's), including smaller short-distance neighborhood electric vehicles. Policy 4.9. Encourage TDM strategies. Encourage use of transportation demand management strategies and programs such as carpooling, ride hailing, and alternative transportation modes as a way to reduce demand for additional parking supply.	**Consistent.** The Skechers project would provide onsite bicycle infrastructure, including 26 bicycle storage lockers and two unisex showers in the Design Center underground parking, as well as six bicycle lockers and two unisex showers in the Executive Office underground parking. Electric vehicle priority parking, charging stations, and priority van-pool and car-pool parking are also to be provided.

Table 4.9-6
City of Hermosa Beach PLAN Hermosa Public Review Draft Policy Consistency

General Plan Goal or Policy	Discussion
Goal 5: A robust low cost and low carbon transportation system that promotes the City's environmental sustainability and stewardship goals in support of social and economic objectives. Policy 5.1. Prioritize development of infrastructure. Prioritize the development of roadway and parking infrastructure that encourages private electric and other low carbon vehicle ownership and use throughout the city. Policy 5.3. Incentivize TDM strategies. Incentivize the use of Transportation Demand Management (TDM) strategies as a cost effective method for maximizing existing transportation infrastructure to accommodate mobility demands without significant expansion to infrastructure. Policy 5.4. Evaluate projects. Ensure the evaluation of projects for transportation and traffic impacts under CEQA to consider local and statewide goals related to infill development, the promotion of healthy and active lifestyles through active transportation, and the reduction of greenhouse gases, in addition to traditional congestion management impacts. Policy 5.5. Encourage smart growth. Encourage smart growth land use features in development projects to ensure more compact, mixed, connected, and multimodal development supports reduced trip generation, trip lengths, and greater ability to utilize alternative modes.	**Consistent.** The Skechers project would provide onsite bicycle infrastructure, including bicycle storage lockers as well as electric vehicle priority parking and charging stations and priority van-pool and car-pool parking. Section 4.12, *Transportation and Circulation*, includes TDM mitigation measures to encourage the use of car/van-pooling, transit, and active transportation to reduce single occupancy vehicle use. The project includes 22 more parking spaces than required by zoning.
Policy 7.5. Appropriate sidewalk widths. Encourage design and construction plans that incorporate sidewalks that are wide enough to safely accommodate high levels of pedestrian activity.	**Consistent.** The Design Center building would have a public pedestrian entrance off of SR 1 with sidewalks along the full frontage of both buildings, eight feet in width along SR 1.
Goal 8: Facilitate sustainable, effective, and safe movement of goods and commercial vehicles. Policy 8.3. Reduce traffic conditions. Encourage businesses to provide commercial loading zones in the public right-of-way and in a manner that balances the needs of businesses with the impact on traffic conditions.	**Consistent.** The Design Center building would provide commercial loading zones within their underground parking garage to reduce impacts to traffic conditions from deliveries.
Goal 2: Roadway infrastructure maintenance supports convenient, attractive, and complete streets and associated amenities. Policy 2.3. Street and sidewalk standards. Require the use of standardized roadway, sidewalk, parkway, curb and gutter designs to ensure continuity and consistency as property redevelops over time. Policy 2.5. Active transportation dedications. Require new development and redevelopment projects to provide land or infrastructure necessary to accommodate active transportation, such as sidewalks, bike racks, and bus stops.	**Consistent.** The Design Center building would have a public pedestrian entrance off of SR 1 with sidewalks proposed along the full frontage of both buildings, eight feet in width along SR 1 consistent with the existing sidewalks on SR 1. The Skechers project would also provide onsite bicycle infrastructure (including bicycle storage lockers), electric vehicle priority parking and charging stations, and priority van-pool and car-pool parking.

Table 4.9-6
City of Hermosa Beach PLAN Hermosa Public Review Draft Policy Consistency

General Plan Goal or Policy	Discussion
PUBLIC SAFETY	
Goal 7: Noise compatibility is considered in the land use planning and design process. Policy 7.2. Noise compatibility. Utilize the Land Use/Noise Compatibility Matrix shown in Table 6.4 as a guide for future planning and development decisions. Policy 7.3. Noise analysis and mitigation. Require all proposed development projects and modifications to existing developments to be compatible with the existing and future noise levels by using the Land Use/Noise Compatibility matrix shown in Table 6.4. Where proposed projects are not located in an area that is "clearly compatible", the City will require that an acoustical study be prepared as a condition of building permit approval demonstrating compliance with the noise standards shown in Table 6.3.	**Consistent.** The Design Center and Executive Office buildings (Office building) are *Clearly Compatible* within the 60 dB and lower CNEL categories and *Normally Acceptable* in the 70 and 75 dB CNEL categories, per Table 6.4 Land Use/Noise Compatibility Matrix. Figure 6.6 and 6.7 in PLAN Hermosa, Existing and Future Noise Contours, identifies SR 1 in the 65-70 CNEL category.
Goal 8: Transportation noise sources are minimized. Policy 8.1. Alternative modes of transportation. Reduce noise impacts by encouraging the use of walking, biking, carpooling, use of public transit, and other alternative modes of transportation.	**Consistent.** The Skechers project is providing onsite bicycle infrastructure including bicycle storage lockers and electric vehicle priority parking and charging stations in addition to priority van-pool and car-pool parking.

Table 4.9-7 addresses consistency of the 305 S. Sepulveda Boulevard and 330 S. Sepulveda Boulevard components with applicable Manhattan Beach General Plan policies.

Table 4.9-7
City of Manhattan Beach General Plan Policy Consistency

General Plan Goal or Policy	Discussion
LAND USE ELEMENT	
Goal LU-1: Maintain the low-profile development and small town atmosphere of Manhattan Beach.	**Consistent.** The design of the buildings at 305 S. Sepulveda Boulevard and at 330 S. Sepulveda Boulevard closely match the existing Skechers buildings to add continuity between the new and proposed buildings. The building height of 30 feet conforms to the zoning requirements and that of adjacent buildings.
Policy LU1-.1: Limit the height of new development to three stories where the height limit is thirty feet, or to two stories where the height limit is twenty-six feet	**Consistent.** The height of the buildings at 305 S. Sepulveda Boulevard and at 330 S. Sepulveda Boulevard are within the height limit of 30 feet and three stories.
Policy LU-1.2: Require the design of all new construction to utilize notches, balconies, rooflines, open space, setbacks, landscaping, or other architectural details to reduce the bulk of buildings and to add visual interest to the Streetscape.	**Consistent.** The designs of the buildings at 305 S. Sepulveda Boulevard and 330 S. Sepulveda Boulevard include architectural details that add visual interest including landscaping above what is required, balconies, additional setbacks along SR 1, and other architectural details. See Section 2.5, Hermosa Beach Component Characteristics.

Table 4.9-7
City of Manhattan Beach General Plan Policy Consistency

General Plan Goal or Policy	Discussion
Goal LU-2: Encourage the provision and retention of private landscaped open space.	**Consistent.** The project design includes landscaping well above the minimum landscaping requirements for the GC Zone District. See Table 4.4-4
Policy LU-2.3: Protect existing mature trees throughout the City, and encourage their replacement with specimen trees whenever they are lost or removed.	**Consistent.** Existing mature trees at 330 S. Sepulveda Boulevard, located toward the center of the lot, would be removed. Trees along Duncan will be saved where feasible. Landscaping is proposed on 14% of the property, including planting of trees along Sepulveda Boulevard.
Policy LU-2.4: Support appropriate stormwater pollution mitigation measures	**Consistent.** The project would have to conform to SWPPP requirements during construction and conform to City requirements for connecting with the City stormwater system. See Section 4.8, *Hydrology and Water Quality*.
Goal LU-3: Achieve a strong, positive community aesthetic. Policy LU-3.1: Continue to encourage quality design in all new construction. Policy LU-3.2: Promote the use of adopted design guidelines for new construction in Downtown, along Sepulveda Boulevard, and other areas to which guidelines apply. Policy LU-3.5: Ensure that the sign ordinance provides for commercial signage that is attractive, non-intrusive, safe, and consistent with overall City aesthetic goals.	**Consistent.** Expansion of the 330 S. Sepulveda Boulevard site would provide a continuation of the existing Skechers modern office building design, replacing a now removed car wash. The 305 S. Sepulveda Boulevard component design is compatible with the existing Skechers buildings The buildings at 305 S. Sepulveda Boulevard and 330 S. Sepulveda Boulevard would both include aesthetic design features consistent with the adopted Sepulveda Boulevard Design Guidelines, landscaping above minimum standards, 10-foot front yard setback and attractive, non-intrusive signage.
Goal LU-5: Protect residential neighborhoods from the intrusion of inappropriate and incompatible uses. Policy LU-5.1: Require the separation or buffering of residential areas from businesses which produce noise, odors, high traffic volumes, light or glare, and parking through the use of landscaping, setbacks, or other techniques. Policy LU-5.2: Work with all commercial property owners bordering residential areas to mitigate impacts and use appropriate landscaping and buffering of residential neighborhoods. Policy LU-5.4: Discourage the outdoor commercial and industrial use of property adjacent to residential use.	**Consistent.** The building design for 305 Sepulveda Boulevard includes a minimum 15-foot 6-inch setback in order to provide a deck-top landscape buffer between the Skechers building and the residential property to the west with the rear parking structure roof surface would be landscaped with bamboo or similarly tall landscape screening and ground cover. The underground garage access is located on Duncan Avenue to minimize traffic impacts to residents to the west of the project site. The proposed second story patio would be located on the SR 1 side of the building, opposite from the residential neighborhood. An 11-foot wide landscaped area adjacent to the residential zone is proposed for the 330 Sepulveda Boulevard addition, with the project's pedestrian entrance off of SR 1 and no vehicle entrance. Only commercial uses are proposed for the two Manhattan Beach components. Temporary construction noise may impact adjacent neighborhoods. These are addressed in Section 4.10, *Noise*.
Goal LU-6: Maintain the viability of the commercial areas of Manhattan Beach. Policy LU-6.2: Encourage a diverse mix of businesses that support the local tax base, are beneficial to residents, and support the economic needs of the community.	**Consistent.** Skechers' primary objective is to expand their office space in Manhattan Beach in order to maintain their local presence and meet their expansion goals. The proposed office use is an allowable use in the General Commercial Designation.

Table 4.9-7
City of Manhattan Beach General Plan Policy Consistency

General Plan Goal or Policy	Discussion
Policy LU-6.3: Recognize the need for a variety of commercial development types and designate areas appropriate for each. Encourage development proposals that meet the intent of these designations.	
Goal LU-8: Maintain Sepulveda Boulevard, Rosecrans Avenue, and the commercial areas of Manhattan Village as regional-serving commercial districts. Policy LU-8.2: Support the remodeling and upgrading needs of businesses as appropriate within these regional serving commercial districts.	**Consistent.** The proposed office buildings at both 305 S. Sepulveda Boulevard and 330 S. Sepulveda Boulevard are consistent with maintaining SR 1 as a regional-serving commercial district. Skechers is proposing to upgrade their facilities in Manhattan Beach through expansion of existing facilities.
INFRASTRUCTURE ELEMENT	
Policy I-1.3: Encourage the development of Transportation Demand Management (TDM) plans for all major developments or facility expansions to encourage ride-sharing and other improvements, thereby reducing vehicle trips.	**Consistent.** Thirteen bicycle parking spaces and two unisex showers/changing area would be provided at 305 S. Sepulveda Boulevard, and 14 bicycle parking spaces added at 330 S. Sepulveda Boulevard and two unisex showers/changing area.
Policy I-1.8: Require property owners, at the time new construction is proposed, to either improve abutting public right-of-way to its full required width or to pay in-lieu fees for improvements, as appropriate.	**Consistent.** The 305 S. Sepulveda Boulevard building includes a 10-foot front yard setback on SR 1 including an additional four feet of sidewalk in addition to the existing three feet of sidewalk within the SR 1 right-of-way. The addition at 330 S. Sepulveda Boulevard is proposed to be set back just over 21 feet from SR 1. This setback is to be utilized for landscaping.
Policy I-1.12: Monitor and minimize traffic issues associated with construction activities.	**Consistent.** Construction workers would be instructed not to park on residential streets and will secure offsite parking and shuttle workers if sufficient parking is not available. Construction staging is to take place and the Redondo Beach Performing Arts Center. All construction staging is proposed to be done on SR 1 and not on residential streets. A traffic control management program would be implemented to alleviate impacts on traffic during construction period.
Goal I-2: Move commuter traffic through the City primarily on arterial streets, and on collector streets as appropriate, to protect other streets from the intrusion of commuter traffic. Policy I-2.1: Encourage the use of the Neighborhood Traffic Management Program and utilize neighborhood traffic management tools to mitigate neighborhood intrusion by commuter traffic.	**Consistent.** The 305 S. Sepulveda Boulevard component parking is designed to provide access from Duncan Avenue eliminating one of two existing access drives on Duncan Avenue along with one access drive on each Boundary Place and SR 1. Exiting the parking would allow a right turn only toward SR 1 and away from the residential neighborhood. See also discussion for Policy I-1.12 for addressing construction traffic. The 330 S. Sepulveda Boulevard component addition would expand the existing underground parking by 69 spaces utilizing the existing access on SR 1 and Longfellow Drive and eliminating two access driveways on Duncan Drive and one access on Kuhn Drive.
Policy I-2.4: Require additional traffic lanes and/or other traffic improvements for ingress and egress for new development along arterials where necessary for traffic and safety reasons.	**Consistent.** The 330 S. Sepulveda Boulevard building addition would utilize the existing underground parking with access on SR 1 that includes an access lane to the parking. Access for 305 S. Sepulveda Boulevard is not located on an arterial.

Table 4.9-7
City of Manhattan Beach General Plan Policy Consistency

General Plan Goal or Policy	Discussion
Policy I-2.7: Monitor and minimize traffic issues associated with construction activities.	**Consistent.** See discussion under Policy I-1.12 above.
Goal I-3: Ensure that adequate parking and loading facilities are available to support both residential and commercial needs. Policy I-3.4: Review development proposals to ensure potential adverse parking impacts are minimized or avoided.	**Consistent.** The 305 component would provide parking for 194 vehicles, 70 more than required. The 330 S. Sepulveda Boulevard building addition would expand the existing underground parking by 86 spaces using the existing access on SR 1 and Longfellow Drive. This would provide 18 parking spaces above the City's parking requirement. This would offset the 17 parking space deficit at Skechers' 225 Sepulveda Boulevard location.
Policy I-3.8: Monitor and minimize parking issues associated with construction activities.	**Consistent.** See discussion under Policy I-1.12 above.
Goal I-4: Protect residential neighborhoods from the adverse impacts of traffic and parking of adjacent non-residential uses.	**Consistent.** See discussion under Goal I-2 and Policy I-2.1 above.
Policy I-4.2: Carefully review commercial development proposals with regard to planned ingress/egress, and enforce restrictions as approved.	**Consistent.** See discussion under Policy I-1.12 and under Policy I-2.4.
Policy I-4.3: Encourage provision of onsite parking for employees. Policy I-4.4: Ensure that required parking and loading spaces are available and maintained for parking.	**Consistent.** See discussion under Goal I-3.
Policy I-6.6: Incorporate bikeways and pedestrian ways as part of the City's circulation system where safe and appropriate to do so.	**Consistent.** The designs of both the 305 S. Sepulveda Boulevard and 300 S. Sepulveda Boulevard components provide wider sidewalks along SR 1 for pedestrians as requested in the Sepulveda Boulevard Development Guide.
Policy I-6.7: Encourage features that accommodate the use of bicycles in the design of new development, as appropriate.	**Consistent.** Both the 305 S. Sepulveda Boulevard and 330 S. Sepulveda Boulevard components include parking spaces for bicycles.
Policy I-8.2: Ensure that all new development or expansion of existing facilities bears the cost of expanding the sewage disposal system to handle the increased load, which they are expected to handle.	**Consistent.** Both the 305 S. Sepulveda Boulevard component and the 330 S. Sepulveda Boulevard component would conform with City requirements and costs for connecting to the City sewage disposal system.
Policy I-9.2: Evaluate the impact of all new development and expansion of existing facilities on storm runoff, and ensure that the cost of upgrading existing drainage facilities to handle the additional runoff is paid for by the development which generates it.	**Consistent.** Both the 305 S. Sepulveda Boulevard component and the 330 S. Sepulveda Boulevard component would conform with City design requirements for onsite drainage and impacts to the existing stormwater drainage system.
Policy I-9.4: Encourage the use of site and landscape designs that minimize surface runoff by minimizing the use of concrete and maximizing the use of permeable surface materials.	**Consistent.** Both the 305 S. Sepulveda Boulevard component and the 330 S. Sepulveda Boulevard component would provide landscape area above the required minimum.
Policy I-9.5: Support appropriate storm water pollution mitigation measures.	**Consistent.** Both the 305 S. Sepulveda Boulevard component and the 330 S. Sepulveda Boulevard component

Table 4.9-7
City of Manhattan Beach General Plan Policy Consistency

General Plan Goal or Policy	Discussion
	would conform to City design requirements for onsite drainage and impacts to the existing stormwater drainage system.
Policy I-9.6: Discourage new development below street level in order to avoid flooding on public and private property in areas subject to flooding.	**Consistent.** Both the 305 S. Sepulveda Boulevard site and the 330 S. Sepulveda Boulevard site are outside identified depressions where localized flooding has occurred. All of Manhattan Beach is outside FEMA flood zones.
Goal I-10: Underground utility lines throughout the community to the extent that it is economically and practically feasible. Policy I-10.1: Continue to underground utilities in commercial streets using Rule 20A and other available funds. Policy I-10.2: Require new commercial and industrial developments to underground utility lines or pay an in-lieu fee, as appropriate.	**Consistent.** Skechers is proposing to underground the overhead utilities (electrical, phone, cable) running along the west property line of the Hermosa Beach site as well as the overhead utilities running through the Manhattan Beach sites.
Policy I-12.1: Encourage maximum recycling in all sectors of the community, including residential, commercial, industrial, institutional, and the construction industry.	**Consistent.** The project applicant is seeking Leadership in Energy & Environmental Design (LEED) Gold Certification. Measures proposed to meet LEED Gold Certification requirements include provisions for recycling in addition to meeting City and State recycling requirements.
Policy I-12.3: Encourage the maximum diversion of construction and demolition materials.	**Consistent.** The project applicant is seeking Leadership in Energy & Environmental Design (LEED) Gold Certification. Measures proposed to meet LEED Gold Certification requirements include construction waste management.
Goal CR-4: Preserve the existing landscape resources in the City, and encourage the provision of additional landscaping.	**Consistent.** The proposed landscaping at 330 S. Sepulveda Boulevard would account for 14% of the site, exceeding the 8% requirement. Several mature trees at the site have been preserved. The 305 S. Sepulveda Boulevard component would dedicate 17% of the site to landscaping, exceeding the 8% requirement.
Policy CR-5.3: Encourage water conservation, including landscaping with drought-tolerant plants, use of reclaimed water, and recycling of cooling system water, in all development. Policy CR-5.7: Encourage the use of energy-saving designs and devices in all new construction and reconstruction. Policy CR-5.8: Encourage utilization of “green” approaches to building design and construction, including use of environmentally friendly interior improvements. Policy CR-5.10 Encourage and support the use of alternative fuel vehicles, including support of charging or “fueling” facilities. Policy CR-5.11: Support sustainable building practices Policy CS-1.5: Require that new developments minimize stormwater and urban runoff into drainage facilities by incorporating design features such as	**Consistent.** The project applicant is seeking Leadership in Energy & Environmental Design (LEED) Gold Certification. Measures proposed to meet LEED Gold Certification requirements include site location, indoor and outdoor water efficiency, energy efficiency, renewable energy production, construction waste management, solar energy, drought tolerant landscaping, bio-filtration planters, low water-use plumbing fixtures, and irrigation and green materials for high indoor environmental quality. The project would include roof-top solar panels covering 30% of each roof of the Manhattan Beach components generating an estimated 144,072 kilowatts of electricity. The project includes installing panels on the existing 330 S. Sepulveda Boulevard building roof, increasing the total electricity generation to 282,352 kilowatts.

Table 4.9-7
City of Manhattan Beach General Plan Policy Consistency

General Plan Goal or Policy	Discussion
detention basins, on-site water features, or other strategies.	
Policy CS-2.5: Require all businesses located in the City to maintain required Fire Department permits and file a list of the hazardous chemicals that they use with the Fire Department's Certified Unified Program Agency (CUPA), and identify the areas where they are used or stored so that, should an emergency arise, emergency personnel will be able to respond appropriately.	**Consistent.** Neither the 305 S. Sepulveda Boulevard component nor the 330 S. Sepulveda Boulevard component is expected to utilize large quantities of hazardous materials. Nevertheless, both components would conform to all City and state requirements for the identification of hazardous chemicals.
Policy N-2.2: Ensure acceptable noise levels near residences, schools, medical facilities, and other noise-sensitive areas. Policy N-2.4: Encourage acoustical design in new construction. Policy N-2.5: Require that the potential for noise be considered when approving new development to reduce the possibility of adverse effects related to noise generated by new development, as well as impacts from surrounding noise generators on the new development.	**Consistent.** Although the current ambient noise levels at the project sites are above the daytime standard for Manhattan Beach, proposed mitigation is proposed to reduce the project's impact below a level of significance. In addition, both the 305 S. Sepulveda Boulevard component and the 330 S. Sepulveda Boulevard component are designed to minimize noise directed toward residential areas. The proposed patio at 305 S. Sepulveda Boulevard is opposite the residential area. The transformer, cooling towers, and refuse/recycling areas for 305 S. Sepulveda Boulevard would be located along Boundary Place facing away from the residential areas with an internal loading platform to reduce noise.
Policy N-3.6: Monitor and minimize noise impacts associated with construction activities on residential neighborhoods.	**Consistent.** Construction at both the 305 S. Sepulveda Boulevard site and the 330 S. Sepulveda Boulevard site would conform to the City's noise ordinance and set construction times between the hours of 7:30 a.m. and 6:00 p.m. See the c. Regulatory Setting in 4.10, *Noise*.

Overall Impact. Based on the above, the proposed project would, on balance, be consistent with the Hermosa Beach and Manhattan Beach General Plans and Zoning Ordinances. Existing conditions along SR 1 conflict with City of Hermosa Beach policies related to traffic levels of service and noise and the proposed project would exacerbate these conditions by incrementally adding to traffic along SR 1 and introducing a use that would be subject to noise exceeding City standards. However, feasible mitigation to reduce the project's impact to traffic has been proposed and compliance with applicable building standards would achieve acceptable interior noise levels at the project. Impacts would be less than significant. The Hermosa Beach component also appears consistent with the proposed PLAN Hermosa, the City's proposed update to its General Plan.

Mitigation Measures. The proposed project, on balance, would be consistent with applicable plans and policies of the cities of Hermosa Beach and Manhattan Beach. Inconsistencies with traffic and noise policies have been identified, but those issues are due to existing traffic levels and congestion along SR 1. Project design features would achieve acceptable interior noise levels and mitigation measures proposed in Section 4.12, *Transportation and Circulation*, would reduce the project's traffic impact to the degree feasible. It should be noted, however, that although the land use planning/policy impact related to traffic would not be significant, the project's traffic impact would be significant and unavoidable.

c. Cumulative Impacts. As listed in Table 3-1 in Section 3, *Environmental Setting*, there are several other planned or pending projects in Hermosa Beach and Manhattan Beach, including a hotel, grocery store, retail space, and commercial space. None of these projects require a General Plan Amendment and therefore can be considered consistent with the applicable General Plan so do not have cumulatively considerable impacts related to General Plan consistency. Changes to zoning are more specific to changes at a site, although zone changes to a more intense use could result in an increase in noise and traffic impacts, which are addressed in those sections. All project components have been determined to be consistent with the local General Plans and zoning so have a less than significant impact. Therefore, the project is not cumulatively considerable and its contribution to cumulative land use impacts would be less than significant.

4.10 NOISE

This section evaluates the proposed project's potential impact to local noise conditions. Both temporary construction noise and long-term noise generated by the proposed project are evaluated.

4.10.1 Setting

a. Fundamentals of Sound, Environmental Noise, and Sound Measurement. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Sound pressure level is measured on a logarithmic scale with the 0 dBA level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA, and a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while those along arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from point sources such as industrial machinery. Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance.

In addition to the actual instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, Leq is summed over a one-hour period. Noise can also be defined by Lmax, which is the maximum sound level during a measurement period or noise event.

The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the daytime. Two commonly used noise metrics – the Day-Night average level (Ldn) and the Community Noise Equivalent Level (CNEL) - recognize this fact by weighting hourly Leqs over a 24-hour period. The Ldn is a 24-hour average noise level that adds 10 dBA to actual nighttime (10:00 PM to 7:00 AM) noise levels to account for the greater sensitivity to noise during that time period. The CNEL is identical to the Ldn, except it also adds a 5 dBA penalty for noise occurring during the evening (7:00 PM to 10:00 PM).

b. Fundamentals of Groundborne Vibration. Vibrating objects in contact with the ground radiate energy through that medium; if a vibrating object is massive enough and/or close enough to the observer, its vibrations are perceptible. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. The ground motion caused by vibration is measured in vibration decibels (VdB).

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings such as the operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, and 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

The general human response to different levels of groundborne vibration velocity levels is described in Table 4.10-1.

Table 4.10-1
Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find transit vibration at this level annoying.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.
90 VdB	Difficulty with tasks such as reading computer screens.

Source: FTA, 2006.

c. Sensitive Receptors. Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Residences, hospitals, schools, guest lodging, and libraries are most sensitive to noise intrusion and therefore have more stringent noise exposure targets than manufacturing or agricultural uses that are not subject to effects such as sleep disturbance.

Hermosa Beach Site. The area surrounding the Hermosa Beach site is characterized by residential and public land uses. Noise sensitive land uses near the Hermosa Beach site include single-family residences as close as 20 feet to the west and north, a child care center 70 feet north across Longfellow Avenue, a child care center 65 feet to the northeast across SR 1, and single-family residences 300 feet to the east across SR 1.

305 S. Sepulveda Boulevard Site. The area surrounding the 305 S. Sepulveda Boulevard site is characterized by residential and commercial land uses. Noise sensitive land uses near the

305 S. Sepulveda Boulevard site include single-family residences as close as 40 feet to the west, a child care facility 55 feet to the south across Boundary Place, and single-family residences 300 feet to the east across Sepulveda Boulevard.

330 S. Sepulveda Boulevard Site. The area surrounding the 330 S. Sepulveda Boulevard site is characterized by residential and commercial land uses. Noise sensitive land uses near the 330 S. Sepulveda Boulevard site include single-family residences as close as 25 feet to the east, single-family residences 200 feet to the west across Sepulveda Boulevard, and a child care center 200 feet to the north.

d. Regulatory Setting.

City of Hermosa Beach. The City of Hermosa Beach adopted its General Plan in October 1979. The General Plan includes a Noise Element with a description of existing noise levels and sources. The Noise Element incorporates comprehensive goals and objectives, as well as policies and standards for acceptable noise levels. The Noise Element establishes "Noise Tolerance Standards" for ambient noise levels for specific land use types. The maximum ambient noise level for the exterior of single-family residential areas (R-1), schools, hospitals, nurseries, and rest homes is 45 dBA Lmax; for limited/two-family residential areas (R-2), parks, and playgrounds it is 50 dBA Lmax or below; and for multiple-family residential areas (R-3) it is 55 dBA Lmax or below. The maximum ambient noise level for commercial and professional uses is 60 dBA. Maximum traffic noise should be restricted in residential areas to no more than 5 dBA above ambient standard levels and in commercial and manufacturing areas, no more than 10 dBA above ambient standards.

To implement the City's noise policies, the City adopted Chapter 8.24 "Noise Control" of the Municipal Code. Chapter 8.24 includes prohibited noises, such as continuous, repeated or sustained noise from the premises of any commercial establishment that is adjacent to one or more residential dwelling units, between the hours of 10:00 PM and 8:00 AM, that is plainly audible from the residential dwelling unit's property line (Section 8.24.040[I]). Construction may only be conducted from 8:00 AM to 6:00 PM Monday through Friday (except national holidays) and 9:00 AM to 5:00 PM on Saturdays (Section 8.24.050[A]). The City of Hermosa Beach is in the process of updating its General Plan and a *Public Review Draft* of PLAN Hermosa (the updated General Plan) was released in December 2015 with proposed adoption in 2017. PLAN Hermosa contains updated noise policies that may apply to the Hermosa Beach site. Policies that may apply include policies enforcing updated noise standards, policies regarding transportation noise, and policies relating to vibration during project construction. However, PLAN Hermosa will not supersede the existing General Plan until it is approved and adopted by the Hermosa Beach City Council.

City of Manhattan Beach. The City of Manhattan Beach adopted its General Plan in 2003. The General Plan Noise Element incorporates policies and standards for acceptable noise levels, and establishes noise/land use compatibility guidelines based on cumulative noise criteria for outdoor noise. These guidelines are used to review development proposals and determine whether mitigation measures are necessary to avoid noise impacts that new projects may have on established land uses and to achieve acceptable nose levels in new developments. The

normally acceptable[1] ambient noise level for residential land uses is 60 dBA CNEL for schools, libraries, churches, hospitals, and nursing homes is 60 dBA; for playgrounds and parks is 70 dBA CNEL; and for office buildings, business, commercial, and professional land uses 70 dBA CNEL.

Chapter 5.48 of the City of Manhattan Beach Municipal Code "Noise" contains regulations for controlling noise within the City. Section 5.48.060 prohibits construction outside of the following hours: 7:30 AM and 6:00 PM Monday through Friday and 9:00 AM and 6:00 PM on Saturdays. No construction is allowed to occur on Sundays or on nine identified holidays. Exterior noise standards are included in Section 5.48.160 of the City of Manhattan Beach Municipal Code. These noise standards are applied to operational generated noise and are not applicable to roadway noise or construction noise, which is defined in Section 5.48.060 of the Municipal Code. Exterior noise standards may not be exceeded by the noise levels shown in Table 4.10-2 for a cumulative period of more than 30 minutes in any hour and Table 4.10-3 shows the exterior noise standards that should not be exceeded by any person within the City.

Table 4.10-2
City of Manhattan Beach
Exterior Noise Standards Not to be Exceeded for more than 30 Minutes

Designated Land Use or Zoning Classification	Time of Day	Exterior A-Weighted Noise Level (dBA Leq[30])
Residential	7:00 AM – 10:00 PM	50
	10:00 PM – 7:00 AM	45
Commercial	7:00 AM – 10:00 PM	65
	10:00 PM – 7:00 AM	60
Industrial	7:00 AM – 10:00 PM	70
	10:00 PM – 7:00 AM	70

Source: City of Manhattan Beach Municipal Code Section 5.48.160

[1] *Normally acceptable refers to specified land uses that are satisfactory, based on the assumption that any buildings are of normal conventional construction, without any special noise insulation requirements.*

Table 4.10-3
City of Manhattan Beach
Exterior Noise Standards Never to be Exceeded

Designated Land Use or Zoning Classification	Time of Day	Exterior A-Weighted Noise Level (dBA Lmax)
Residential	7:00 AM – 10:00 PM	70
	10:00 PM – 7:00 AM	65
Commercial	7:00 AM – 10:00 PM	85
	10:00 PM – 7:00 AM	80
Industrial	7:00 AM – 10:00 PM	90
	10:00 PM – 7:00 AM	90

Source: City of Manhattan Beach Municipal Code Section 5.48.160

e. Existing Noise Conditions and Sources. The most common sources of noise in the project vicinity are transportation-related, such as automobiles and trucks. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create a sustained noise level, and because of its proximity to areas sensitive to noise exposure. The primary sources of roadway noise near the three project components are automobiles traveling on SR 1 immediately east of the Hermosa Beach site and on SR 1 immediately east of the 305 S. Sepulveda Boulevard site and immediately west of the 330 S. Sepulveda Boulevard site. Five AM 15-minute peak hour noise measurements were taken on July 20, 2016. Noise measurement results are shown in Tables 4.10-4 through 4.10-6. Complete noise measurement data can be found in Appendix E and Figure 4.10-1 shows the locations of noise measurements and the nearest sensitive receptors to each development site. Existing noise in Hermosa Beach at measurement location 1 is above the City of Hermosa Beach permitted exterior 45 dBA Lmax for residential land uses and existing noise at measurement location 2 is above the permitted exterior 60 dBA Lmax for commercial and industrial land uses. Noise at measurement locations 4 and 5 in the City of Manhattan Beach exceed the City of Manhattan Beach Municipal Code Leq(30) noise thresholds of 50 dBA Leq for residential zones from 7:00 AM to 10:00 PM. However, noise at measurement location 3 is below the 65 dBA Leq threshold for commercial zones from 7:00 AM to 10:00 PM.

Table 4.10-4
Noise Measurement Results Hermosa Beach Site

Measurement Location	Primary Noise Source	Approximate Distance to Primary Noise Source	Leq (dBA)	Nearest Sensitive Receptor	Sensitive Receptor Distance from Noise Measurement Location
1. Marlita Place end of cul-de-sac	Traffic on Pacific Coast Highway	258 feet from center line of SR 1	46.8	Single-family residences	25 feet
2. SR 1 and 30th Street	Traffic on 30th Street and Pacific Coast Highway	35 feet from center line of SR 1	67.7	Single-family residences	100 feet

Source: Field measurements using ANSI Type II Integrating sound level meter.
See Appendix E for noise measurement data sheets

Table 4.10-5
Noise Measurement Results 305 S. Sepulveda Boulevard Site

Measurement Location	Primary Noise Source	Approximate Distance to Primary Noise Source	Leq (dBA)	Nearest Sensitive Receptor	Sensitive Receptor Distance from Noise Measurement Location
3. Boundary Place at southern end of 305 S. Sepulveda Blvd. Site	Traffic on SR 1 and Boundary Place	9 feet from center line of Boundary Place	60.0	Single-family residences	100 feet
4. Duncan Avenue west of 305 S. Sepulveda Blvd. site	Traffic on SR 1 and Duncan Avenue	14 feet from center line of Duncan Avenue	57.1	Single-family residences	50 feet

Source: Field measurements using ANSI Type II Integrating sound level meter.
See Appendix E for noise measurement data sheets

Table 4.10-6
Noise Measurement Results 330 S. Sepulveda Boulevard Site

Measurement Location	Primary Noise Source	Approximate Distance to Primary Noise Source	Leq (dBA)	Nearest Sensitive Receptor	Sensitive Receptor Distance from Noise Measurement Location
5. Kuhn Drive and Duncan Drive	Traffic on Pacific Coast Highway, Duncan Drive, and Kuhn Dive	14 feet from center line of Kuhn Drive	57.5	Single-family residences	25 feet

Source: Field measurements using ANSI Type II Integrating sound level meter.
See Appendix E for noise measurement data sheets

4.10.2 Impact Analysis

a. Methodology and Significance Thresholds. The following thresholds are based on Appendix G of the *CEQA Guidelines*. Impacts would also be potentially significant if the proposed project would result in:

1. *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;*

2. *Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels;*

3. *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;*

4. *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;*

5. *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, exposure of people residing or working in the project area to excessive noise levels; or*

6. *For a project within the vicinity of private airstrip, would the project expose people residing or working the project area to excessive noise levels.*

The Initial Study (see Appendix A) concluded that the proposed project would result in no impact with respect to noise exposure from public or private airports. Therefore, thresholds 5 and 6 are not discussed in this EIR.

Noise levels associated with existing and future traffic along area roadways were calculated using the Federal Highway Administration's Traffic Noise Model (TNM) version 2.5 (noise modeling data sheets can be viewed in Appendix E of this document). The model calculations are based on traffic data from the EIR traffic study (see Appendix E). Cumulative conditions correspond to the assumed buildout of pending development as indicated in Section 3, *Environmental Setting*, Table 3-1.

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Noise Measurement Locations

Figure 4.10-1

For traffic-related noise, impacts are considered significant if traffic-generated noise associated with development of the project would result in exposure of sensitive receptors to unacceptable noise levels. The Federal Transit Administration's (FTA) May 2006 document *Transit Noise and Vibration Impact Assessment* recommendations were used to determine whether or not increases in roadway noise would be considered significant. The allowable noise exposure increase changes with increasing noise exposure, such that lower ambient noise levels have a higher allowable noise exposure increase. Table 4.10-7 shows the significance thresholds for increases in traffic-related noise levels caused by the project for the City of Manhattan Beach. Traffic noise in Hermosa Beach was compared to the City's traffic noise thresholds in the General Plan, where maximum traffic noise should be restricted in residential areas to no more than 5 dBA above ambient standard levels and in commercial and manufacturing areas, no more than 10 dBA above ambient standards. If residential development or other sensitive receptors would be exposed to traffic noise increases exceeding these criteria, impacts would be considered significant.

Table 4.10-7
Significance of Changes in
Operational Roadway Noise Exposure

Ldn or Leq in dBA	
Existing Noise Exposure	**Allowable Noise Exposure Increase**
45-50	7
50-55	5
55-60	3
60-65	2
65-75	1
75+	0

Source: Federal Transit Administration (FTA), May 2006.

Construction noise and groundborne vibration were estimated based on estimates from the FTA's *Transit Noise and Vibration Impact Assessment* (May 2006), Federal Railroad Administration (FRA) *High Speed Ground Transportation and Vibration Impact Assessment Manual* (2012), and Federal Highway Administration (FHWA) *Construction Noise Handbook* (2006). Reference noise and vibration levels from that document were used to estimate noise levels at nearby sensitive receptor locations based on the distance between the construction site and receptors and a standard noise attenuation rate of 6 dBA per doubling of distance and vibration attenuation rate of approximately 9 VdB per doubling of distance. The City of Hermosa Beach Municipal Code Section 8.24.050 defines specified construction hours, but does not exempt construction noise. Therefore, exceedance of the 45 dBA Lmax specified for single-family residential (R-1) areas in the Current General Plan would be a significant impact. Section 5.48.250 of the Manhattan Beach Municipal Code exempts construction activities from noise provisions. Therefore, in Manhattan Beach, construction noise would not be significant if construction occurs between 7:30 AM and 6:00 PM Monday through Friday and 9:00 AM and 6:00 PM on Saturdays.

Neither the City of Hermosa Beach nor the City of Manhattan Beach has adopted specific numerical thresholds for groundborne vibration impacts. Therefore, this analysis uses the FTA's vibration impact thresholds to determine whether groundborne vibration would be "excessive." A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Consequently, the FTA recommends an 80 VdB threshold for infrequent events at residences and buildings where people normally sleep (e.g., residences 25 feet of the Hermosa Beach site). The FTA does not consider most commercial and industrial uses to be noise-sensitive (except for those that depend on quiet as an important part of operations, such as sound recording studios) and therefore does not recommend thresholds for groundborne vibration impacts to such uses. In terms of groundborne vibration impacts on structures, the FTA states that groundborne vibration levels in excess of 100 VdB would damage fragile buildings and levels in excess of 95 VdB would damage extremely fragile historic buildings.

Construction noise and vibration level estimates do not account for the presence of intervening structures or topography, which could further reduce noise and vibration levels at receptor locations. Therefore, the noise and vibration levels presented herein represent a worst-case estimate of actual construction noise.

b. Project Impacts and Mitigation Measures.

IMPACT 4.10-1 ***Would the proposed project expose persons to or generate noise levels in excess of local standards or result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?***

Project construction would temporarily generate high noise levels on and adjacent to the three development sites. Construction in Manhattan Beach would occur within hours specified in the Manhattan Beach Municipal Code. Therefore, construction noise impacts associated with the 330 and 305 S. Sepulveda components would be less than significant. Construction in Hermosa Beach would substantially exceed ambient noise levels at noise-sensitive receptors and would extend for 30 months. Therefore, construction noise impacts associated with the Hermosa Beach component would be ***significant and unavoidable****.*

Because project construction would substantially exceed existing ambient noise levels and would extend for 30 months, construction noise impacts associated with the Hermosa Beach component would be significant.

Nearby noise-sensitive land uses would be exposed to temporary construction noise during construction of all three project components. These include the single-family residences approximately 20 feet west of the Hermosa Beach site, approximately 40 feet west of the 305 S. Sepulveda Boulevard site and approximately 25 feet east of the 330 S. Sepulveda Boulevard site (Figure 4.10-1).

Noise impacts are a function of the type of activity being undertaken and the distance to the receptor location. Construction activity for the Manhattan Beach components is expected to occur over a 23-month period and construction of the Hermosa Beach component is expected to occur over a 30-month period following a five- to seven-month lag time after start of construction of the Manhattan Beach components. Construction noise impacts primarily result when construction activities occur during times of day when people are most sensitive to noise (early morning, evening, or nighttime hours), construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction duration lasts over extended periods of time.

Table 4.10-8 shows typical noise levels associated with individual pieces of construction equipment that may be used at each of the three construction sites at distances of 50 feet from the noise source. Although some receptors are located immediately adjacent to the boundary of the Hermosa Beach site and 305 S. Sepulveda Boulevard site, a distance of 50 feet represents the average distance construction equipment would operate in proximity to receptors. Any locations that would have an uninterrupted line of site to the construction noise sources could be exposed to construction noise.

Table 4.10-8
Typical Maximum Noise Levels at Construction Sites

Equipment On-site[1]	Typical Level (dBA) 50 Feet from the Source
Auger Drill Truck	85
Backhoe	80
Bobcat Tractor[2]	80
Concrete Mixer	85
Concrete Pump	82
Dump Truck	84
Excavator	81
Forklift	67
Paver	89
Pettibone lift[2]	80
Roller	80
Skip Loader[2]	80

Noise levels assume a noise attenuation rate of 6 dBA per doubling of distance.
Source: Federal Transit Administration (FTA), May 2006.
[1] Only heavy duty equipment is included. Non-heavy duty equipment such as lift conveyer and handheld power tools is anticipated to have a minimal noise impact and has not been included.
[2]Noise reference levels are not available for these pieces of equipment; therefore, noise from similar equipment (Backhoe and Front End Loader) was used.

Typical construction noise levels at 50 feet from the source range from about 67 to 89 dBA. The grading/excavation phase of project construction tends to create the highest construction noise levels because of the operation of heavy equipment, although only a limited amount of equipment can operate near a given location at a particular time. In addition, construction

vehicles traveling on local roadways can generate intermittent noise levels that affect adjacent receptors.

Hermosa Beach Component.

On-site Construction Impacts. Based on the information presented in Table 4.10-8 temporary construction noise could affect sensitive noise receptors near the Hermosa Beach site, particularly single-family residences to the west and a child care center to the north of the site. Per Section 8.24.050 of the City of Hermosa Beach Municipal Code, construction cannot occur between the specified hours of 6:00 PM and 8:00 AM on weekdays or between the hours of 5:00 PM and 9:00 AM on Saturdays. Construction would be temporary, but prolonged, lasting approximately 30 months, with estimated completion in 2019 (refer to timeline in Section 2, *Project Description*). Table 4.10-9 shows noise levels generated at 50 feet from the Hermosa Beach site during the various phases of construction. It is anticipated that removal and replacement of overhead utilities, the existing sanitary sewer line within the vacated alley and 40-foot building setback, and the water and sanitary sewer lines that currently run east-west under the northerly 100-foot section of the vacated alley located between Longfellow and 30th Street would occur in conjunction with shoring and excavation and would generate noise levels similar to the other facets of this construction phase.

Table 4.10-9
Hermosa Beach Construction Noise Levels by Phase

Construction Phase	Duration of Phase (months)	Required Equipment	Anticipated Noise (50 feet) (dBA Leq)
Shoring and Excavation	8.5	Auger Drill Truck, Excavator, Skip Loader, Backhoe Tractor, Bobcat Tractor, Dump Truck	80
Core and Shell Construction	17	Concrete Mixer, Concrete Pump, Forklift, Pettibone Lift, Backhoe	79
Site Landscaping, and Off-site Work	19[1]	Backhoe, Concrete Mixer, Concrete Pump, Paver	79
		Residential Noise Standard[2]	*45*
		Maximum Exceedance of Existing Leq	*35*

See Appendix E for heavy equipment noise impact estimation data sheets and assumptions.
[1]Part of this phase overlaps with Core and Shell Construction Phase
[2]Lmax from Hermosa Beach General Plan.

Additional factors to consider are that the estimated construction noise levels do not take into account the fact that equipment is dispersed in various areas of the site in both time and space. Due to site and equipment limitations, only a limited amount of equipment can operate near a given location at a particular time. In addition, construction equipment estimates used for the analysis for shoring and excavation; core and shell construction; and site, landscaping and off-site work noise levels are representative of worse case conditions, since it is assumed that all the equipment contained on site would operate simultaneously and continuously for at least 80 percent of the work day. The noise levels in Table 4.10-9 represent the worst case day and construction noise would not reach the anticipated noise levels each day. Therefore, the noise

levels presented in Table 4.10-9 represent a conservative, reasonable worst-case estimate of construction noise.

Table 4.10-10 shows the noise level at several sensitive receptors in the vicinity of the Hermosa Beach site and the anticipated noise at each receptor from project construction. Anticipated noise levels include a 4.5 dBA shielding attenuation for the first row of intervening buildings and a 1.5 dBA shielding attenuation for each subsequent row of intervening buildings (FTA, 2006). Construction noise at each sensitive receptor represents the loudest construction phase, shoring and excavation. Sensitive receptor locations are shown on Figure 4.10-2.

Table 4.10-10
Construction Noise at City of Hermosa Beach Sensitive Receptors

Receptor	Location	Distance from Hermosa Beach Site	Shielding Attenuation (dB)	Leq (dBA)
1	Single-family residence west of Hermosa Beach site along Longfellow Drive	50 feet[1]	0	80
2	Child Care Center on Longfellow Drive/Boundary Place	70 feet	0	77
3	Single-family residence west of Hermosa Beach site along 30th Street	55 feet	4.5	74.5
4	Single-family residence west of Hermosa Beach site along Longfellow	75 feet	6	70.5
5	Single-family residence west of Hermosa Beach site along 30th Street	110 feet	6	67
6	Single-family residences west of the Hermosa Beach site along Marlita Place	230 feet	7.5	59.5

[1]The property of the nearest sensitive receptor is approximately 20 feet from the Hermosa Beach site. On average construction equipment would be about 50 feet from the single-family residences west of the Hermosa Beach site along Longfellow Drive. Only on the worst case days would equipment be within 20 feet of the residences because construction equipment would operate throughout the Hermosa Beach site.

The existing ambient noise level at the sensitive receptor closest to the Hermosa Beach site was measured at 46.8 dBA Leq (Noise Measurement 1 in Table 4.10-4). Construction would increase ambient noise levels to up to about 80 dBA Leq during the core and shell construction phase and to 79 dBA Leq during the core shell and construction and landscaping and off-site work phases 50 feet from the Hermosa Beach site. At the nearest sensitive receptor 20 feet from the Hermosa Beach site, construction noise from the shoring and excavation construction phase would temporarily increase ambient noise levels to 80 dBA Leq (Table 4.10-10). Because project construction would exceed the 45 dBA Lmax standard in the Hermosa Beach General Plan and would extend for 30 months, construction noise impacts associated with the Hermosa Beach component are considered significant.

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Construction Noise Sensitive Receptors Figure 4.10-2

Off-site Impacts. Haul trucks would be used to remove demolition material from the Hermosa Beach site. Approximately 220 haul trucks would be needed to remove the 48,400 square feet of demolition material. This would result in about 5 truck trips per day over the two month demolition period.

Haul trucks would also be used to haul up to 132,000 cubic yards of soil off the site on SR 1 during peak excavation activities. This equates to an estimated total 9,429 trucks, and would result in about 105 truck trips per day over an eight-month excavation/ grading period. Excavation activities in both the City of Hermosa Beach and City of Manhattan Beach would overlap for a time resulting in a maximum of 107 haul truck trips per day, or 13 trips per hour over the course of an 8-hour construction work day. In addition, 13 worker truck trips would commute to the site each day during the construction period.

Trucks would haul materials into the Hermosa Beach site from Interstate 105 south on PCH and would haul material out south on the PCH then east on Artesia Boulevard to Interstate 405. Trucks would be stationed at a specific location, Redondo Beach Performing Arts Center on Manhattan Beach Boulevard, until called on by the contractor to export material. Haul trucks would idle while waiting to export cut and debris from demolition. However, California State law prohibits trucks from idling for longer than five minutes, which would result in minor, intermittent sources of noise.

As indicated in the Traffic Impact Study (LLG, 2016; see Appendix E), currently more than 4,000 peak hour trips utilize SR 1 near the three development sites. The project's haul truck trips and worker trips would incrementally increase traffic on SR 1 and would not double existing traffic volumes (add 4,000 vehicle trips). The project would add approximately 107 daily haul trips to SR 1, or 13 truck trips per hour, assuming an 8-hour construction work day. Including the anticipated 13 worker trips, construction would add approximately 13 truck trips and 13 passenger vehicle trips to SR 1 during the worst case hour. Using FHWA's TNM Version 2.5 Look-Up Tables, 13 heavy duty trucks and 13 passenger vehicles would generate traffic noise of 59.5 dBA Leq (see Appendix E for results). Traffic noise on SR 1 during the peak hour is 67.7 Leq (based on Noise Measurement 2 in Table 4.10-4). Temporary construction trips would increase noise levels on SR 1 to 68.3 dBA Leq.[2] Therefore, construction trips would increase noise by 0.6 dBA (68.3 – 67.7 dBA Leq), which is well below Hermosa Beach thresholds (5 dBA for residential and 10 dBA for commercial areas). Noise impacts from haul trucks and worker trips would be less than significant.

Manhattan Beach Components.

On-site Impacts. Based on the information presented in Table 4.10-8, temporary construction noise could affect sensitive noise receptors near both Manhattan Beach sites. Table 4.10-11 shows noise levels generated at 50 feet from the 305 S. Sepulveda Boulevard and 330 S. Sepulveda Boulevard sites during the various phases of construction. Any locations with an uninterrupted line of sight to the construction noise sources could be exposed to construction noise.

[2] *Combined noise levels were calculated using NoiseMeters Inc. Decibel Calculator at https://noisemeters.com/apps/db-calculator.asp*

Noise levels in Table 4.10-11 represent a conservative worst-case estimate of construction noise because noise levels do not take into account the fact that equipment is dispersed in various portions of the site and assumes that all equipment would operate simultaneously and continuously for at least 80 percent of the work day. The noise levels in Table 4.10-11 represent the worst case day and construction noise would not reach the anticipated noise levels each day.

Tables 4.10-12 and 4.10-13 show the noise level at several sensitive receptors within the vicinity of the Manhattan Beach sites and the anticipated noise at each receptor from project construction. Anticipated noise levels include a 4.5 dBA shielding attenuation for the first row of intervening buildings and a 1.5 dBA shielding attenuation for each subsequent row of intervening buildings up to a maximum attenuation of 10 dBA (FTA 2006). Construction noise at each sensitive receptor represents the loudest construction phase, shoring and excavation.

Table 4.10-11
Manhattan Beach Construction Noise Levels by Phase

Construction Phase	Duration of Phase (months)	Required Equipment	Anticipated Noise (50 feet) (dBA Leq)
Shoring and Excavation	4	Auger Drill Truck, Excavator, Skip Loader, Backhoe Tractor, Bobcat Tractor, Dump Truck	80
Core and Shell Construction	8	Concrete Mixer, Concrete Pump, Forklift, Pettibone Lift, Backhoe	79
Site, Landscaping, and Off-site Work	9[1]	Backhoe, Concrete Mixer, Concrete Pump, Paver	79
		Existing Ambient Noise Levels (dBA Leq) at Receptor[2]	*57.1*
		Maximum Exceedance of Existing Leq	*22.9*

See Appendix E for heavy equipment noise impact estimation data sheets and assumptions.
[1] *Part of this phase overlaps with Core and Shell Construction Phase*
[2] *Leq from Noise Measurement #4 in Table 4.10-4, representative of noise at nearest sensitive receptor location.*

Table 4.10-12
Construction Noise at City of Manhattan Beach
Sensitive Receptors near 305 S. Sepulveda Boulevard Site

Receptor	Location	Distance from 305 S. Sepulveda Blvd. Site	Shielding Attenuation (dB)	Leq (dBA)
7	Single-family residence along Duncan Avenue	50 feet[1]	0	80
8	Child Care Center on Boundary Place/Longfellow Drive	55 feet	0	79
9	Single-family residence along Duncan Avenue	125 feet	4.5	77.5
10	Single-family residence along Duncan Avenue	200 feet	6	62
11	Single-family residence along Duncan Avenue	280 feet	10	55

[1]The property of the nearest sensitive receptor is approximately 40 feet from the 305 S. Sepulveda Blvd. site. On average construction equipment would be about 50 feet from the single-family residences along Duncan Avenue. Only on the worst case days would equipment be within 40 feet of the residences because construction equipment would operate throughout the 305 S. Sepulveda Blvd. site.

Table 4.10-13
Construction Noise at City of Manhattan Beach
Sensitive Receptors near 330 S. Sepulveda Boulevard Site

Receptor	Location	Distance from 330 S. Sepulveda Blvd. Site	Shielding Attenuation (dB)	Leq (dBA)
12	Single-family residence on Kuhn Drive	50 feet	0	80
13	Single-family residence on Longfellow Drive	80 feet	0	76
14	Single-family residence on Chabela Drive	200 feet	4.5	63.5
15	Single-family residence on Altura Way	300 feet	6	58.5

[1]The property of the nearest sensitive receptor is approximately 25 feet from the 330 S. Sepulveda Blvd. site. On average construction equipment would be about 50 feet from the single-family residences along Kuhn Drive. Only on the worst case days would equipment be within 25 feet of the residences because construction equipment would operate throughout the 330 S. Sepulveda Blvd. site.

As shown in Tables 4.10-5 and 4.10-6, ambient noise levels near the 305 S. Sepulveda Boulevard and 330 S. Sepulveda Boulevard sites range from 57.1 dBA Leq at Duncan Avenue to 60.0 dBA Leq at Boundary Place. Construction would occur over 23 months, during which construction noise would temporarily increase ambient noise from 79 to 80 dBA Leq depending on the construction phase. At the sensitive receptor nearest to the 330 S. Sepulveda Boulevard site

(residence 25feet away), temporary noise from shoring and excavation would generate noise levels estimated at 86 dBA Leq. At the sensitive receptor nearest to the 305 S. Sepulveda Boulevard site (residence 40 feet away), construction could generate noise of up to about 82 dBA Leq (Tables 4.10-12 and 4.10-13). Section 5.48.160 of the Manhattan Beach Municipal Code contains exterior noise standards for the City. Under Section 5.48.250 of the Manhattan Beach Municipal Code, construction activities are exempt from these noise provisions, if construction adheres to the construction hours permitted in the code, 7:30 AM through 6:00 PM Monday through Friday (Section 5.48.060). Because construction of the 305 S. Sepulveda and 330 S. Sepulveda components would occur within the hours specified in the Manhattan Beach Municipal Code, construction noise impacts would be less than significant.

Off-site Impacts. Haul trucks would be used to remove demolition material from the Manhattan Beach sites. Approximately 57 haul trucks would be needed to remove 12,422 square feet of demolition material. This would result in about 2 truck trips per day over the month and a half demolition period. In addition, 13 worker truck trips would commute to the site each day during the construction period.

Trucks would haul materials to the Manhattan Beach sites from Interstate 105 south on Sepulveda Boulevard and would haul material out south on Sepulveda Boulevard then east on Artesia Boulevard to Interstate 405. At the 330 S. Sepulveda Boulevard site haul trucks would travel east on Longfellow Drive then north on Kuhn Drive delivering materials, and then travel north on Kuhn Drive and west on Duncan Avenue to Sepulveda Boulevard removing material from the site. Trucks would be stationed at a specific location, Redondo Beach Performing Arts Center on Manhattan Beach Boulevard, until called up on by the contractor to export material. Haul trucks would idle while waiting to export cut and debris from demolition. However, California State law prohibits trucks from idling for longer than five minutes. Thus, truck idling would be a minor, intermittent source of noise.

As discussed under "Hermosa Beach Component," excavation activities in both Hermosa Beach and Manhattan Beach would overlap for a time, resulting in a maximum of 107 haul truck trips per day, or 13 trips per hour over the course of an 8-hour construction work day. Including the anticipated 13 worker trips, construction would add approximately 13 truck trips and 13 passenger vehicle trips to SR 1 during the worst case hour. Using FHWA's TNM Version 2.5 Look-Up Tables, 13 heavy duty trucks and 13 passenger vehicles would generate traffic noise of 59.5 dBA Leq (see Appendix E for results). Haul routes would be along major arterials such as SR 1. Traffic noise on SR 1 during the peak hour is 67.7 Leq (based on Noise Measurement 2 in Table 4.10-4). Temporary construction trips would increase noise levels on SR 1 to 68.3 dBA Leq.[2] Therefore, construction trips would increase noise by 0.6 dBA Leq (68.3 – 67.7 dBA Leq), which is less than the 1 dBA threshold that applies where background noise is in the 65-75 dBA range (see Table 4.10-7). Noise impacts from haul trucks and worker trips would be less than significant.

Overall Impact. Based on the preliminary schedule for the Hermosa Beach and Manhattan Beach components, it is anticipated that demolition and grading for the Hermosa Beach component would overlap with the construction phase for the two Manhattan Beach components. However, all three project components are not adjacent to one another and sensitive receptors would remain at the same distance from the respective project component site. Consequently, there would not be any additive effects from construction noise and overall

impacts would be as described for the individual components. Noise associated with haul trucks would not be significant, but the effect of on-site construction activity would be significant for the Hermosa Beach component and less than significant for the Manhattan Beach project components.

Mitigation Measures. Construction noise would be significant and unavoidable in Hermosa Beach because construction noise would exceed the City 45 dBA Lmax standard for residential areas, continue for an extended period of approximately 30 months, and effect nearby sensitive receptors by increasing ambient noise levels. The following measures would be required for the Hermosa Beach component to reduce construction-related noise impacts to nearby sensitive receptors.

MM 4.10-1(a) **Staging Area.** The contractor shall provide staging areas on-site to minimize off-site transportation of heavy construction equipment. These areas shall be located to maximize the distance between activity and sensitive receptors. This would reduce noise levels associated with most types of idling construction equipment.

MM 4.10-1(b) **Newest Power Construction Equipment.** The project contractor must use the newest available power construction equipment with standard recommended noise shielding and muffling devices.

MM 4.10-1(c) **Electrically-Powered Tools and Facilities.** Electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities.

MM 4.10-1(d) **Temporary Solid Noise Attenuation Barrier.** A temporary sound attenuation barrier shall be erected along the western edge of the Hermosa Beach site prior to demolition and construction activity. This barrier must break the line of sight between construction areas and the ground floor level of adjacent residences and shall be designed to achieve the maximum sound attenuation feasible. Barrier design and its acoustic properties shall be based on a site-specific acoustic analysis prepared by a qualified acoustic engineer to be approved by the Community Development Director prior to issuance of demolition, grading or construction permits.

MM 4.10-1(e) **Mufflers**. During project construction, all equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards. Use of manufacturer-certified mufflers associated with construction

equipment has been shown to reduce noise levels by 8 to 10 dBA.[3]

MM 4.10-1(f) **Construction Noise Complaint Line**. The applicant shall provide a non-automated telephone number for local residents and employees to call to submit complaints associated with construction noise. The applicant shall keep a log of complaints and shall address complaints as feasible to minimize noise issues for neighbors.

MM 4.10-1(g) **Avoid Operating Equipment Simultaneously.** Whenever possible, the contractor shall ensure that construction activities are scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

Significance After Mitigation. The above mitigation measures would reduce construction noise to the degree feasible. A 10-foot high temporary noise barrier would reduce noise by up to about 11 dBA (see Appendix E for HUD Barrier Noise Model) and taller barrier would reduce noise incrementally farther. Mufflers required on construction equipment would further reduce noise associated with project construction. This analysis conservatively assumes that standard muffler equipment would reduce noise from construction by 8 dBA (City of West Hollywood 2014). Together these noise reduction requirements would reduce noise from project construction by 19 dBA. Therefore, ambient noise levels 50 feet from the construction site would be reduced to 61 dBA Leq during the loudest construction phase of shoring and excavation. Ambient noise at the closest sensitive receptors 20 feet from the construction site would be reduced to 65 dBA Leq, which remains well above the current 45 dBA standard for residential land uses in Hermosa Beach and above the existing noise level of 46.8 dBA Leq (Table 4.10-4) at the residences nearest to the Hermosa Beach site. A barrier higher than 10 feet would further reduce noise incrementally, but would not achieve the additional 20 dBA reduction needed to reduce construction noise to below the Hermosa Beach standard at the most affected residences. For this reason and because of the extended length of construction activity, construction noise impacts associated with the Hermosa Beach component would remain significant and unavoidable despite implementation of **MM 4.10-1(a)** through **MM 4.10-1(g)**.

IMPACT 4.10-2 ***Would the proposed project expose people to or generate an excessive ground-borne vibration or ground-borne noise levels?***

Project construction would intermittently generate groundborne vibration on and adjacent to the three development sites. This may affect existing receptors near all three sites. However, vibration from construction would be temporary and intermittent, and would not exceed levels that would affect fragile buildings or occur during hours when people normally sleep. Therefore, vibration impacts would be ***less than significant*** *for all three project components.*

[3] *Recirculated Draft Environmental Impact Report for the Melrose Triangle Project, City of West Hollywood. 2014.*

Vibration from construction activities could have an impact on nearby noise-sensitive land uses. Table 4.10-14 identifies various vibration velocity levels at 50 feet from the source for the types of construction equipment that would operate at each of the three development sites during construction. A distance of 50 feet represents the average distance construction equipment would operate in proximity to receptors. Vibration levels at a distance of 25 feet and 200 feet are show to represent sensitive receptors close to the development sites and as far as 200 feet from the development sites.

Table 4.10-14
Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB		
	25 feet	50 Feet	200 feet
Large Bulldozer	87	81	60
Loaded Truck	86	80	58
Small Bulldozer	58	52	30

Source: Federal Railroad Administration, 2012.

The primary sources of man-made vibration are blasting, grading, pavement breaking, and demolition. The primary vibratory source during construction within the project area would be large bulldozers. As shown in Table 4.10-14, large bulldozers generate an approximate vibration level of 81 VdB at a distance of 50 feet. Existing residences and other sensitive receptors in close proximity to construction activities may intermittently be disturbed by nuisance vibration noise levels.

Hermosa Beach Component. Based on information in Table 4.10-14 temporary groundborne vibration could affect sensitive noise receptors near the Hermosa Beach site. Vibration levels could temporarily and intermittently reach up to approximately 81 VdB at sensitive receptors 50 feet from the site. Vibration levels would not exceed the threshold of 100 VdB at fragile buildings or 95 VdB at extremely fragile historic buildings. Pursuant to Section 8.24.050 of the City of Hermosa Beach Municipal Code, construction cannot occur during the specified hours of 6:00 PM and 8:00 AM on weekdays or between the hours of 5:00 PM and 9:00 AM on Saturdays. Because construction would only occur during daytime hours, residents would not be exposed to vibration levels in excess of the threshold for residences during hours when people normally sleep (72 VdB). Vibration from construction would be temporary and intermittent, and would not exceed levels that would affect fragile buildings or occur during hours when people normally sleep. Therefore, vibration impacts associated with this project component would be less than significant.

Manhattan Beach Components. Based on information in Table 4.10-14 temporary groundborne vibration could affect sensitive noise receptors near the Manhattan Beach site. Vibration levels could temporarily and intermittently reach up to approximately 81 VdB at sensitive receptors. Vibration levels would not exceed the threshold of 100 VdB at fragile buildings or 95 VdB at extremely fragile historic buildings. Pursuant to Section 5.48.060 of the City of Manhattan Beach Municipal Code, construction can occur during the specified hours of 7:30 AM to 6:00 PM on weekdays and 9:00 AM to 6:00 PM on Saturdays. Because construction

would only occur during daytime hours, residents would not be exposed to vibration levels in excess of the threshold for residences during hours when people normally sleep (72 VdB). Vibration from construction would be temporary and intermittent, and would not exceed levels that would affect fragile buildings or occur during hours when people normally sleep. Therefore, vibration impacts associated with the 305 S. Sepulveda and 330 S. Sepulveda components would be less than significant.

Overall Impact. Based on the preliminary schedule for the Hermosa Beach and Manhattan Beach components, it is anticipated that demolition and grading for the Hermosa Beach component would overlap with the construction phase for the two Manhattan Beach components. However, the three project components are not adjacent to one another and sensitive receptors would remain at the same distance from the respective project component site. Consequently, there would not be any additive effects from construction vibration and overall impacts would be as described for the individual components and less than significant.

Mitigation Measures. Mitigation is not required for any of the three project components because impacts would be less than significant.

IMPACT 4.10-3 ***Would the proposed project expose persons or generate noise levels in excess of local standards or cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?***

Traffic generated by the three project components has the potential to increase traffic-related noise on roadways in the vicinity of all three development sites under existing plus project conditions. However, the change in noise levels would not exceed thresholds under existing plus project conditions. Therefore, the effect of increased traffic noise on existing receptors in the project site vicinity would be ***less than significant.***

Noise related to traffic from all three project components was modeled together to estimate the overall anticipated roadway noise increase. Implementation of all three components would increase vehicle trips to and from the three sites, which would incrementally increase traffic noise on study area roadways. Traffic increases reported in the Traffic Impact Study prepared for the proposed project (LLG, 2016; see Appendix F) were used to determine existing and potential future sound levels along roadways in the vicinity of the three project components.

As shown in Table 4.12-8 in Section 4.12, *Transportation and Circulation*, the proposed project (all three components) would generate an additional 279 AM peak hour trips and an additional 254 PM peak hour trips. Because the project would generate more AM peak hour trips than PM peak hour trips, AM peak hour traffic levels were used to calculate traffic noise using the FHWA Traffic Noise Model (TNM). Receptor 1 (Measurement Location 2) was used to calibrate TNM and ensure that model correctly reflected existing noise levels. The fleet mix for vehicle trips along the roadways was estimated at 95 percent passenger vehicles, 3 percent light- and medium-duty trucks, 2 percent heavy-duty trucks. This estimate is considered reasonable for these roadways based on the urban/ downtown nature of the area. Table 4.10-15, shows the existing noise level at eight sensitive receptors in the project vicinity along SR 1. Existing traffic

noise levels shown in Table 4.10-15 are above residential daytime standards for both Hermosa Beach and Manhattan Beach. However, the applicable threshold for traffic noise is either 1 dBA or 2 dBA Leq in Manhattan Beach (see Table 4.10-7) and 5 dBA in Hermosa Beach, and the increase in traffic noise at each receptor location would be below these thresholds. Sensitive receptor locations are shown on Figure 4.10-3.

Table 4.10-15
Project-Related Traffic Noise on SR 1

Receptor	Receptor Location	Distance to Centerline of SR 1	Projected Noise Level (dBA Leq)			Significance Threshold (dBA Leq)[1]	Significant Impact?
			Existing (1)	Existing + Project (2)	Change Noise Level (2 minus 1)		
1	Hermosa Beach site	40 feet	67.6	67.8	0.2	10	No
2	Child care center on Longfellow Avenue	115 feet	61.1	61.1	0.0	5	No
3	Single-family residences on Kuhn Drive	280 feet	60.8	61.0	0.2	2	No
4	Child care center north of 330 S. Sepulveda Blvd. site	60 feet	65.1	65.2	0.1	1	No
5	Multi-family residences south of 21st Street	65 feet	62.3	62.5	0.2	1	No

Source: Federal Highway Administration Traffic Noise Model Version 2.5; Refer to Appendix E for full noise model output.
1 Significant impact per FTA guidelines, see Table 4.10-7 and City of Hermosa Beach traffic noise thresholds in the General Plan

The proposed project would increase future traffic-related noise by up to 0.2 dBA Leq at sensitive receptors in the project vicinity. An increase of 0.2 dBA Leq is below the 1 dBA and 2 dBA Leq thresholds in Manhattan Beach. Traffic noise increases in Hermosa Beach would not exceed City thresholds - 5 dBA in a residential zone (Receptor 2) or 10 dBA in a commercial zone (Receptor 1). Therefore, the three combined project components would not result in a significant traffic noise impact at any of the sensitive receptors.

The proposed project (all three components) would minimally increase traffic on residential streets in Hermosa Beach and Manhattan Beach (See Section 4.12, *Traffic and Circulation*). Table 4.10-16 shows the noise increase on the residential streets Duncan Avenue west of SR 1 and Longfellow Avenue west of SR 1 from project traffic. These two street segments would experience the highest levels of project-generated traffic. Other residential roadway segments in the vicinity of the development sites were not modeled because of the minimal increase in AM vehicle trips on these roadways (LLG 2016 – see Appendix F).

Imagery provided by ESRI and Google and their licensors © 2016.

Sensitive Receptor Locations

Figure 4.10-3

Table 4.10-16
Project-Related Traffic Noise on Residential Streets

Receptor	Receptor Location	Projected Noise Level (dBA Leq)			Significance Threshold (dBA Leq)[1]	Significant Impact
		Existing (1)	Existing Plus Project (2)	Change In Noise Level (3 minus 2)		
6	Residences along south side of Duncan Avenue	56.1	57.3	1.2	3	No
7	Residences along south side of Longfellow Avenue	55.8	55.2	0.6	5	No
8	Residences along north side of Longfellow Avenue	53.8	53.5	0.3	3	No

Source: Federal Highway Administration Traffic Noise Model Version 2.5; Refer to Appendix E for full noise model output.
[1] Significant impact would be an exceedance of 3 dBA Leq where existing noise exposure is between 55 and 60 dBA Leq, see Table 4.10-7.City of Hermosa Beach traffic noise thresholds per General Plan.

As shown in Table 4.10-16, the three project components combined would not result in a significant noise impact at any of the sensitive receptors along residential roadways in either Hermosa Beach or Manhattan Beach. None of the noise levels in Manhattan Beach would increase above the 3 dBA threshold for roadways with an ambient noise level of 55 to 60 dBA CNEL. The traffic noise increase in Hermosa Beach residential zones would not exceed the City's 5 dBA threshold (Receptor 7). The reduction in noise at receptors 7 and 8 is due to the three-story Hermosa Beach component. This building would serve as a barrier to traffic noise from SR 1, which would reduce overall noise at residences on Longfellow Boulevard despite the incremental increase in traffic along Longfellow Avenue. Therefore, operational noise impacts related to traffic on residential streets would be less than significant.

Mitigation Measures. Mitigation is not required.

IMPACT 4.10-4 ***Would the proposed project expose persons or generate noise levels in excess of local standards or cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?***

On-site activities associated with operation of all three project components would generate noise that may periodically be audible to existing uses near each development site. On-site noise sources include stationary equipment such as ventilation and heating systems, deliveries, and trash hauling. Other than noise from mechanical equipment at the Hermosa Beach site, operational noise would comply with existing State regulations and would not increase ambient noise levels beyond noise thresholds. Noise impacts associated with mechanical equipment would be less than significant for both Manhattan Beach sites and ***less than significant with mitigation incorporated*** *for the Hermosa Beach site.*

Existing receptors near all three development sites, including residences, would be periodically subject to noises associated with operation of the proposed project, including noise that is typical of commercial developments such as delivery trucks, trash hauling trucks, and ventilation and heating systems. Delivery trucks, trash hauling trucks, and roadway noise would result in off-site noise impacts. A shuttle system would run between downtown and the project site. The shuttle would involve two 15-person electric vehicles each completing two loops between Hermosa Beach, Manhattan Beach, and downtown from 11:00 AM to 2:00 PM. The two shuttles would not result in a significant increase in noise because they would not contribute substantially to traffic on SR 1 (see Impact 4.10-3 discussion).

The sensitive receptor nearest to the Hermosa Beach component would be the single-family residences west of rooftop mounted equipment. The sensitive receptors nearest to the 305 S. Sepulveda Boulevard component in Manhattan Beach would be the child care facility south of the mechanical equipment and the sensitive receptors nearest to the 330 S. Sepulveda Boulevard component would be single-family residences east of the mechanical equipment. Noise associated with operation of the parking structures at the three development sites would not be audible off-site because structures would be enclosed underground.

Hermosa Beach Component.

Mechanical Equipment. Noise sources associated with on-site operations would include mechanical equipment such as ventilation and heating systems. Noise levels from commercial heating, ventilation and air conditioning (HVAC) equipment can reach 100 dBA Leq at a distance of three feet (USEPA, 1971). These units usually have noise shielding cabinets placed on the roof or are in mechanical equipment rooms. Typically, the shielding and location of these units reduces noise levels to no greater than 55 dBA Leq at 50 feet from the source.

Rooftop mechanical equipment at the Hermosa Beach site would be located approximately 25 feet from single-family residences to the west. Accounting for the height of the Hermosa Beach site buildings above the nearest receptors (35 feet) and the distance to the nearest receptor (25 feet), mechanical equipment would be approximately 43 feet from the nearest receptor. At a distance of 43 feet, noise from mechanical equipment would be approximately 56 dBA Leq. Existing noise levels at the single-family residences west of the Hermosa Beach site are 46.8 dBA (Noise Measurement 1 in Table 4.10-4). An addition of 56 dBA Leq at the nearest residences would increase ambient noise to 56.5 dBA Leq, which would be perceptible by the nearby residences. Implementation of **MM 4.10-4** would require shielding of mechanical equipment and placement of the equipment so that it is not perceptible by residences per Hermosa Beach Municipal Code Section 8.24.040(I). *Terrace Activities.* The Hermosa Beach component includes a terrace that would face SR 1. The terrace would be about 150 feet from the nearest sensitive receptor. According to an adopted certified EIR for the Academy Museum of Motion Pictures noise from a similar sized rooftop terrace, where noise was primarily from attendee speech, was measured at 72 dBA Leq 3 feet from the source (City of Los Angeles, 2015). The measured noise level of 72 dBA was primarily from conversation with no amplified speech or music, similar to the Skechers terrace. Therefore, noise levels would be 38 dBA Leq at a distance of 150 feet from the source. This is a conservative estimate because the terraces would be for private use only and the Hermosa Beach site has been designed to be compatible with neighboring residential uses to the west through increased

setbacks and landscaping. Additionally, the terrace would not be used on evenings or weekends.

Coffee House. A local serving coffee house is proposed on the bottom floor of the Executive Offices, 95 feet from the sensitive receptor along 30th Street. This space would be approximately 1,000 square feet with a 200 square foot outdoor patio. Since this coffee house would be open to the public, noise levels may incrementally increase during peak times on the outdoor patio. Activities associated with typical use of the outdoor seating area include food services and general conversation and activity levels associated with restaurant patrons. According to an approved certified EIR for a Cheesecake Factory restaurant in Marina Del Rey with a larger outdoor dining area, noise levels associated with the dining area, mainly from people conversing, with a seating capacity of 75-100 seats was measured at 34 to 56 dBA Leq at receptor locations 75-100 feet away (City of Los Angeles, 2000). Because the outdoor coffee patio would be substantially smaller than the Cheesecake Factory restaurant, it is anticipated that noise levels would be at the lower range of 34 dBA Leq, which is a conservative measure because the outdoor coffee patio would be 200 square feet. A level of 34 dBA Leq at 100 feet would equate to 34.4 dBA Leq at 95 feet, which is the distance to the nearest sensitive receptor west of the coffee house.

Delivery and Trash Hauling Trucks. The California Motor Vehicle Code establishes maximum sound levels for trucks operating at speeds less than 35 miles per hour (Section 23130) of 86 dBA Leq at 50 feet, equivalent to 92 dBA Leq at 25 feet (noise from a point source typically attenuates at about 6 dBA Leq per doubling of distance). However, maximum noise levels generated by passages of medium duty delivery trucks generally range from 61 to 70 dBA Leq at a distance of 25 feet, depending on the speed at which the truck is driving (Olson 1972). Loading zones would be located on SR 1, approximately 100 feet from the nearest residential receptor. Average noise levels for single idling trucks generally range from 72 to 77 dBA Leq at a distance of 25 feet and would therefore range from 60 to 65 dBA Leq at a distance of 100 feet.

California State law prohibits trucks from idling for longer than 5 minutes and the Hermosa Beach Municipal Code prohibits loading and unloading between the hours of 10:00 PM and 8:00 AM (Section 8.24.040). Delivery and trash truck trips to the site would be a periodic source of operational noise. The loading area would be located within the subterranean garage to avoid noise impacts on neighbors; therefore, trucks would only be audible for a few seconds as they enter or leave the site. In addition, delivery and trash hauling would not result in a substantial increase in CNEL (24-hour average) because of the intermittent nature of this noise source and short duration of individual noise events.

Overall Hermosa Beach Component Operational Noise. Combined noise levels produced by mechanical equipment, terrace activities, and the outdoor patio at the nearest sensitive receptor were combined to determine overall operational noise. The noise from delivery and trash hauling trucks is not included in the overall operational noise because truck noise would be periodic and only audible for a few seconds as trucks enter or leave the site. As shown in Table 4.10-17, operational noise from ongoing activities at the Hermosa Beach site would be 56.1 dBA Leq. This noise level is well below the ambient noise level along SR 1 and within the typical ambient level in an urban environment. In addition, noise would generally be limited to daytime hours when people are less sensitive to noise and **MM 4.10-4** would reduce mechanical

equipment noise at nearby sensitive receptors. Therefore, impacts associated with operation of the Hermosa Beach component would be less than significant with mitigation incorporated.

Table 4.10-17
Hermosa Beach Component Total Operational Noise

Noise Source	Noise Level dBA Leq
Mechanical Equipment	56
Terrace Activities	38
Coffee House	34
Total[1]	**56.1**

[1] Sound levels are generally expressed in decibels, which are logarithmic and so cannot be manipulated without being converted back to a linear scale. To add decibels, the following equation is used:

Total L $= 10Log_{10}\left(\sum_{i=1}^{n} 10^{Li/10}\right)$

Where:

Total L = total noise level
n = number of noise sources
i = noise source
Li = individual source noise level (dBA)

Global Sales Conference. Approximately twice per year, Skechers invites approximately 500 – 1,500 people to attend the Global Sales Conference, which lasts for three days at the Redondo Beach Performing Arts Center. After lunch, approximately 450 – 500 of those attendees are transported via bus to the Skechers building at 330 S. Sepulveda; the numbers drop on the second and third days of the conference. The people are transported utilizing eight buses (with a 60-seat capacity). With the completion of the Design Center, attendees would visit the new showrooms in Hermosa Beach instead of at the existing 330 S. Sepulveda Building. Buses would be at the Design Center to drop off and pick up 160 feet from the nearest sensitive receptor, single-family residences west of the Hermosa Beach site. Other nearby sensitive receptors include the child care center 500 feet north of the Hermosa Beach site and residences further west of the Hermosa Beach site. The buses are typically held off-site until they are needed for transportation to deliver the people back to their hotels. Single-family residences to the north and west of the Hermosa Beach site would be affected by the temporary noise from the eight buses twice a year.

Noise from the buses would consist primarily of bus acceleration and idling. According to an adopted Environmental Impact Statement (EIS) for the City of Norfolk Regional Transit-Long Range Plan the peak accelerating noise (Lmax) produced by diesel coaches ranges from 80 to 83 dBA Leq at a distance of 50 feet. For the Hermosa Beach component a conservative noise estimate of 83 dBA Leq at 50 feet was used for each of the eight buses assuming that all buses would be operating at the Hermosa Beach site at the same time. According to an adopted EIS for the Norfolk Light Rail Transit Project noise from idling buses would be 60 dBA Leq at 50 feet (City of Norfolk 2005).

The closest sensitive receptors, single-family residences, are approximately 160 feet from where the buses would pick up and drop off conference attendees. Assuming that each bus would produce 83 dBA Leq at 50 feet, each bus would produce 73 dBA Leq at a distance of 160 feet (Appendix E, *Global Conference Noise Impact Estimation Sheet*). Bus idling and acceleration noise

from eight buses would result in 55.6 dBA Leq at the nearby sensitive receptors (Appendix E, *Global Conference Noise Impact Estimation Sheet*). Adding bus noise to existing noise levels of 46.8 dBA Leq along SR 1 (Noise Measurement 1 in Table 4.10-4) at the sensitive receptors 160 feet west would increase noise to 56.1 dBA Leq during bus operation.

The existing building on the Hermosa Beach site provides an attenuation of about 7.7 dBA at 160 feet based on a measured noise level of 67.7 dBA Leq 35 feet from the SR 1 centerline and a level of 46.8 dBA Leq (Measurement Locations 1 and 2, Table 4.10-4). Based on distance attenuation, 67.7 dBA Leq at 35 feet would be 54.5 dBA Leq at 160 feet. Because the measured noise along at 160 feet is 7.7 less than 54.5 dBA Leq, it is assumed that the shielding provided by the existing building is the cause of this reduction.

The proposed three-story 35 foot Hermosa Beach building would provide greater attenuation than the existing one-story building; nevertheless, 7.7 dBA was assumed to provide a conservative estimate. Based on this assumption, the proposed building would reduce noise from buses and ambient noise from 56.1 to 48.4 dBA Leq. This would be an increase of 1.6 dBA over measured ambient noise (48.4 dBA Leq – 46.8 dBA Leq) during bus operation. Therefore, noise would not increase above the 5 dBA threshold for traffic noise in residential areas and impacts from Global Conference buses would be less than significant.

Manhattan Beach Components.

Mechanical Equipment. As discussed above, mechanical equipment produces noise levels of approximately 55 dBA Leq at 50 feet when the equipment is enclosed. Section 10.60.090 of the Manhattan Beach Municipal Code requires screening of all exterior mechanical equipment. In addition, Manhattan Beach does not allow rooftop mounted equipment. HVAC equipment at the 330 S. Sepulveda Boulevard site would be located at the southern portion of the project site near the existing Skechers offices approximately 130 feet from the single family residences on Kuhn Drive. Therefore, the sensitive receptors nearest to the 330 S. Sepulveda Boulevard site would experience noise levels estimated at about 49 dBA Leq. HVAC equipment at the 305 S. Sepulveda Boulevard site would be located along Boundary Place, approximately 60 feet north of the existing child care facility. Therefore, the child care facility south of the 305 S. Sepulveda Boulevard site, the nearest sensitive receptor, would experience noise levels estimated at about 54 dBA Leq.

Section 5.48.160 of the City of Manhattan Beach Municipal Code includes exterior noise standards. Residences are not to experience over 50 dBA in a 30-minute period. However, ambient noise levels at the single-family residences south of the 305 S. Sepulveda Boulevard site were measured at 60.0 dBA Leq and ambient noise levels at single family residences adjacent to the 330 S. Sepulveda Boulevard site were measured at 57.5 dBA Leq (see Tables 4.10-5 and 4.10-6). Ambient noise levels are therefore higher than those permitted by the City Municipal Code (Section 5.48.60). When the ambient noise level exceeds the exterior noise standards in the City Municipal Code then the ambient noise level becomes the exterior noise standard that may not be exceeded (Section 5.48.160). Therefore, the exterior noise standard for sensitive receptors at the 330 S. Sepulveda Boulevard site is 57.5 dBA Leq and the exterior noise standard for sensitive receptors at the 305 S. Sepulveda Boulevard site is 60 dBA Leq. Mechanical equipment noise at sensitive receptors nearest to the 305 S. Sepulveda Boulevard site would be 49 dBA Leq and noise at sensitive receptors nearest the 330 S. Sepulveda Boulevard site would be 54 dBA Leq.

Therefore, mechanical equipment noise from the 305 S. Sepulveda Boulevard site and 330 S. Sepulveda Boulevard site would not exceed applicable noise standards. Impacts from mechanical equipment at the Manhattan Beach sites would be less than significant.

Terrace Activities. A 3,019 square foot terrace facing SR 1 is proposed on the second floor of the 305 S. Sepulveda component. This terrace would have a water feature and fire pit for employee use. According to an adopted certified EIR for the Academy Museum of Motion Pictures noise from a similar sized rooftop terrace noise levels is 72 dBA Leq at a distance of 3 feet from the source (City of Los Angeles 2015). The measured noise level of 72 dBA was primarily from conversation with no amplified speech or music, similar to what is proposed for the Skechers terrace. Based on a level of 72 dBA at 3 feet, noise levels would be 37.5 dBA Leq at a distance of 160 feet (the distance to the nearest sensitive receptor from the terrace location). Noise from terrace activities would be within the City of Manhattan Beach noise standard of 50 dBA Leq for residential zones from 7:00 AM to 10:00 PM. Terrace noise is not anticipated to occur from 10:00 PM to 7:00 AM because the building would not be in operation.

Delivery and Trash Hauling Trucks. The California Motor Vehicle Code establishes maximum sound levels for trucks operating at speeds less than 35 miles per hour (Section 23130) of 86 dBA Leq at 50 feet, equivalent to 92 dBA Leq at 25 feet (noise from a point source typically attenuates at about 6 dBA Leq per doubling of distance). However, maximum noise levels generated by passages of medium duty delivery trucks generally range from 61 to 70 dBA Leq at a distance of 25 feet, depending on the speed at which the truck is driving (Olson 1972). Average noise levels for single idling trucks generally range from 72 to 77 dBA Leq at a distance of 25 feet.

Loading zones for the 305 S. Sepulveda Boulevard site would be located along Boundary Place, approximately 25 feet from the nearest residential receptors (1041 Boundary Place). However, loading zones would be within the subterranean parking garage reducing noise levels at nearby residences. Loading for the 330 S. Sepulveda Boulevard site would be along Kuhn Drive, approximately 35 feet from the nearest residential receptors single-family residences along Kuhn Drive. However, loading zones at this site would also be within the proposed subterranean parking garage. Thus, noise from loading operations would not be audible at nearby residences.

California State law prohibits trucks from idling for longer than 5 minutes. Delivery and trash truck trips each site would be a periodic source of operational noise. The loading areas would be located within the subterranean garages to avoid noise impacts on neighbors; therefore, trucks would only be audible for a few seconds as they enter or leave the site. In addition, delivery and trash hauling would not result in a substantial increase in CNEL (24-hour average) because of the intermittent nature of this noise source and short duration of individual noise events.

Overall Manhattan Beach Components Operational Noise. Noise levels produced by mechanical equipment and terrace activities at the nearest sensitive receptors were combined to determine overall operational noise from the 305 S. Sepulveda Boulevard site. The noise from delivery and trash hauling trucks is not included in the overall operational noise because truck noise would be periodic and only audible for a few seconds as trucks enter or leave the site.

Overall noise from the 330 S. Sepulveda Boulevard site is not discussed because mechanical equipment is the single operational noise source.

As shown in Table 4.10-18 operational noise at the 305 S. Sepulveda Boulevard site would be 57 dBA Leq.

Table 4.10-18
305 S. Sepulveda Boulevard Site Total Operational Noise

Noise Source	Noise Level dBA Leq
Mechanical Equipment	54
Terrace Activities	37.5
Total[1]	**54.1**

[1] *Sound levels are generally expressed in decibels, which are logarithmic and so cannot be manipulated without being converted back to a linear scale. To add decibels, the following equation is used:*

Total L $= 10Log_{10}\left(\sum_{i=1}^{n} 10^{Li/10}\right)$

Where:

Total L = total noise level
n = number of noise sources
i = noise source
Li = individual source noise level (dBA)

The ambient noise level north of the 305 S. Sepulveda Boulevard site along Duncan Avenue is 57.1 dBA Leq. The addition of 54.1 dBA Leq from operations of the 305 S. Sepulveda Boulevard site would result in an ambient noise level of 59 dBA Leq, which is an increase of 1.9 dBA. An increase of 1.9 dBA is under the human perception threshold of 3 dBA, therefore operational noise impacts at the 305 S. Sepulveda Boulevard site would be less than significant.

Overall Impact. The three project components are sufficiently distant from one another that on-site activities at each development site would not substantially affect noise levels at the other development sites, particularly given that traffic on SR 1 is the predominant source of noise in the site vicinity. Therefore, there would not be any additive effects from operational noise at each individual project component site and overall impacts would be less than significant. See the individual components noise impacts addressed above.

Mitigation Measure. Operation of mechanical equipment would increase existing ambient noise levels above perceptible levels at the Hermosa Beach site. The following mitigation would reduce project noise associated with rooftop equipment to a less than significant level.

MM 4.10-4 **Mechanical Equipment.** Outdoor mechanical equipment at the Hermosa Beach site shall be located, hooded, and/or shielded in a manner that limits exposure of adjacent properties to 45 dBA or less. Prior to issuance of occupancy permits, the applicant shall provide a site-specific acoustic analysis prepared to the satisfaction of the Community Development Director by a qualified acoustical engineer that identifies appropriate methods of limiting noise exposure to meet this standard and verifies compliance.

Significance After Mitigation. Impacts related to project operational noise at the Hermosa Beach site would be less than significant following project mitigation to locate and shield mechanical equipment sufficiently to reduce noise below the exterior noise standards.

c. Cumulative Impacts. All three project components and related projects in the area, as identified in Table 3-1 in Section 3, *Environmental Setting*, would generate temporary noise during construction. Construction activities on the related projects in the area would generate similar noise levels as the proposed project. Construction noise and vibration is localized and rapidly attenuates within an urban environment. It would be speculative to determine noise levels from construction and construction truck trips from nearby projects because construction schedules and trucks numbers are not known for all projects. Most of the related projects outside the immediate site vicinity are located too far from the three development sites to contribute to increases in ambient noise levels associated with construction in the project area. The nearest pending or planned project is 0.4 miles south of the Hermosa Beach site. Therefore, the project would not contribute considerably to temporary cumulative construction noise and vibration impacts.

Traffic noise impacts associated with cumulative development would incrementally increase noise levels along roadways. Cumulative traffic volumes include traffic from planned and/or approved projects in the project vicinity for projects in Hermosa Beach, Manhattan Beach, and Redondo Beach. As shown in Table 4.10-19, combined traffic increases associated with the three project components and cumulative development would not result in an exceedance of applicable traffic noise thresholds along SR 1 (Table 4.10-7). Development of the 305 S. Sepulveda component in Manhattan Beach would reduce traffic noise by 0.1 dBA at Receptor Location 2 (see Figure 4.10-2) because construction of the building would partially block traffic noise from SR 1. Therefore, cumulative traffic noise impacts would not be significant.

Cumulative development would result in stationary (non-traffic) operational noise increases in the vicinity of each development site. Based on the long-term stationary noise analysis, impacts from the proposed project's operational noise would be significant. Because noise dissipates as it travels away from its source, noise impacts associated with on-site activities and other stationary sources would be limited to the project site (all three development sites) and the immediate vicinity. As mentioned above, the nearest pending or planned project is 0.4 miles south of the project site. At this distance, other planned and pending developments would not add to the noise levels on or adjacent to the any of the three development sites and, therefore, would not result in additive cumulative noise impacts.

Table 4.10-19
Cumulative Traffic Noise Impacts on SR 1

Receptor	Receptor Location	Projected Noise Level (dBA Leq)				Significance Threshold (dBA Leq)[1]	Significant Impact?
		Existing (1)	Cumulative (2)	Cumulative + Project (3)	Project Change (3)-(2)		
1	Proposed location of Hermosa Beach site	67.6	68.2	68.3	0.1	10	No
2	Child care center on Longfellow Avenue	61.1	61.7	61.6	-0.1	5	No
3	Single-family residences on Kuhn Drive	60.8	61.3	61.4	0.1	2	No
4	Child care center north of 330 S. Sepulveda Blvd. site	65.1	65.7	65.7	0	1	No
5	Multi-family residences south of 21st Street	62.3	62.9	63.0	0.1	1	No

Source: Federal Highway Administration Traffic Noise Model Version 2.5; Refer to Appendix D for full noise model output.
1 Significant impact per FTA guidelines, see Table 4.10-7. City of Hermosa Beach traffic noise thresholds per General Plan.

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4.11 POPULATION AND HOUSING

This section evaluates the proposed project's potential impact on population and housing in the project area and its surroundings.

4.11.1 Setting

a. City of Hermosa Beach. Table 4.11-1 provides the State's 2016 estimates of population and housing for Hermosa Beach and Los Angeles County as a whole. Hermosa Beach has an estimated 19,786 households as of 2016 while the city's estimated 2016 population is 19,801 (California Department of Finance, 2016).

Table 4.11-1
Current Hermosa Beach Housing and Population

	City of Hermosa Beach	Los Angeles County
Housing Units	10,084	3,504,061
Population	19,801	10,241,335
Persons/Household	2.09	3.04

Source: California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2016, with 2010 Benchmark, January 2016.

Hermosa Beach's population of 19,801 makes up about 0.2 percent of the countywide population of 10,241,335, and the city's 10,084 housing units make up less than 1 percent of the county's 3,504,061total housing units. The average number of persons per household in Hermosa Beach is 2.09, which is about 32 percent lower than the countywide average of 3.04 persons per household.

Table 4.12-2 shows 2012 estimates of employment, household, and population for Hermosa Beach as well as 2020, 2035, and 2040 forecasts. All estimates and forecasts are from the Southern California Association of Governments (SCAG). From 2012 to 2040, Hermosa Beach is forecast to add 800 residents, 300 households, and 2,600 jobs.

Hermosa Beach has a jobs-housing ratio of 0.62, meaning there are approximately 0.62 jobs per household in the city. Lower jobs-housing ratios may indicate an unbalanced relationship between housing options and types of jobs, with employees commuting to work outside their city of residence. Higher ratios mean the area is a job-importer, with people commuting into the area for work (City of Hermosa Beach Existing Conditions Report, 2014).

According to the Hermosa Beach Existing Conditions Report (2014), approximately 5.9 percent of residents both lived and worked in Hermosa Beach. This means that 94.1 percent of Hermosa Beach residents who work commute to other communities.

Table 4.11-2
SCAG Employment, Households and Population Forecasts for Hermosa Beach

	2012	2020	2035	2040
Population	19,600	19,700	20,200	20,400
Households	9,500	9,600	9,800	9,800
Employment	7,400	8,100	9,500	10,000

Source: SCAG, 2016 RTP Growth Forecast, April 2016.

b. City of Manhattan Beach. Table 4.11-3 provides the State's 2016 estimates of population and housing for Manhattan Beach and Los Angeles County as a whole. The Manhattan Beach has an estimated 14,915 housing units as of 2016, while the City's estimated 2016 population is 35,765 (California Department of Finance, 2016).

Table 4.11-3
Current Manhattan Beach Housing and Population

	City of Manhattan Beach	Los Angeles County
Housing Units	14,920	3,504,061
Population	35,297	10,241,335
Persons/Household	2.56	3.04

Source: California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2016, with 2010 Benchmark, January 2016.

As shown in Table 4.11-3, the Manhattan Beach's population of 35,297 makes up about 0.3 percent of the countywide population of 10,241,335, and the City's 14,920 housing units make up just over 0.4 percent of the County's 3,504,061 total housing units. The average number of persons per household in Manhattan Beach is 2.56, which is about 16 percent lower than the countywide average of 3.04 persons per household.

Table 4.12-4 shows 2012 estimates of employment, household, and population for Manhattan Beach as well as 2020, 2035, and 2040 forecasts. All estimates and forecasts are from SCAG. From 2012 to 2040, Manhattan Beach is forecast to add 1,700 residents, 800 households, and 2,700 jobs.

Table 4.11-4
SCAG Employment, Households and Population Forecasts for Manhattan Beach

	2012	2020	2035	2040
Population	35,300	35,400	36,600	37,000
Households	14,000	14,100	14,500	14,800
Employment	18,000	19,300	20,100	20,700

Source: SCAG, 2016 RTP Growth Forecast, April 2016.

Manhattan Beach has approximately 18,173 people employed in the City (City of Manhattan Beach 2014). Therefore, Manhattan Beach has a jobs-housing ratio of 1.21, meaning there are approximately 1.21 jobs for every household in the City. Approximately 93 percent of residents in the City work in Los Angeles County. About 24 percent of workers employed in Manhattan Beach live in the City (City of Manhattan Beach, 2014).

b. Regulatory Setting.

Hermosa Beach 2013-2021 Housing Element. Hermosa Beach's Housing Element (adopted September 2013) of the General Plan describes the City's existing and projected housing needs, identifies the city's capacity for new housing, and indicates how the City will meet its regional housing need allocation (RHNA) for the period based on its land supply and development capacity. The Housing Element identifies strategies and programs that focus on: (1) providing housing assistance and preserving publicly assisted units, (2) addressing the unique housing needs of special needs residents, (3) retaining and improving the quality of existing housing and neighborhoods, (4) providing increased opportunities for the construction of high quality housing, (5) mitigating government constraints to housing investment and affordability, (6) providing increased opportunities for home ownership, and (7) ensuring fair and equal housing opportunity.

The future residential development potential of Hermosa Beach is analyzed in the Housing Element of the City's General Plan (City of Hermosa Beach, September 2013). The City's main challenge in accommodating new residential development is its lack of vacant land. According to the City's land inventory, there are eight vacant sites that have housing redevelopment potential. The site for the Hermosa Beach component is not one of the identified vacant sites. As a result, the majority of new housing development must occur through the "recycling" of older housing units and redevelopment of underutilized parcels. Specific policies from the Housing Element are listed below.

Policy 1.1 The City will continue to encourage the maintenance and improvement of the existing housing stock within the local neighborhoods.

Policy 2.1 The City will continue to promote the development of a variety of housing types and styles to meet the existing and projected housing needs of all segments of the community.

Policy 3.1 The City will evaluate new development proposals in light of the community's environmental resources and values, the capacity of the public infrastructure to accommodate the projected demand, and the presence of environmental constraints.

Policy 4.4 The City will continue to evaluate its Zoning Ordinance and General Plan and remove governmental constraints related to development standards. These may include, but not be limited to, parking requirements, allowing affordable housing on commercial sites, new standards for mixed-use development, lot consolidation incentives, and senior housing requirements.

Policy 5.2 The City will continue to cooperate with the County Housing Authority related to the provision of rental assistance to lower-income households.

Policy 6.1 The City will support sustainable residential development through land use planning, building technology and lifestyle options.

Manhattan Beach 2013 – 2021 Housing Element. Manhattan Beach's Housing Element (adopted February 2014) of the General Plan describes the City's existing and projected housing needs, identifies the City's capacity for new housing, and indicates how the City will meet its regional housing need allocation (RHNA) for the period based on its land supply and development capacity. The Housing Element identities strategies and programs that focus on maintaining and preserving existing residential neighborhoods, providing a variety of housing opportunities for all segments of the community, providing a safe and healthy living environment for City residents, and encouraging the conservation of energy in housing (City of Manhattan Beach, 2014). The total housing growth need for the City in the 2014 – 2021 planning period is 38 units, with the majority of the units needed for the above moderate income category. The City is built out with only five vacant sites and has developed several strategies to ensure housing consistent with the RHNA (City of Manhattan Beach, 2014). Specific policies from the Housing Element are listed below.

Policy 2 Preserve existing dwellings.

Policy 3 Provide adequate sites for new housing consistent with the Regional Housing Needs Assessment and the capacity of roadways, sewer lines, and other infrastructure to handle increased growth.

Policy 4 Preserve the existing affordable housing stock.

Policy 5 Encourage the development of additional low- and moderate-income housing.

Policy 6 Encourage means of increasing availability to afford existing housing stock.

Policy 7 Promote housing opportunities for all persons regardless of race, religion, sex, marital status, national origin, or color and for special needs groups.

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). SCAG's RTP/SCS is a long range transportation plan that looks ahead 20+ years and provides a vision for the future of the regional multi-modal transportation system. The RTP/SCS identifies major challenges as well as potential opportunities associated with growth, transportation finances, the future of airports in the region, and impending transportation system deficiencies that could result from growth that is anticipated in the region. The SCS component of the RTP integrates land use and transportation strategies to achieve California Air Resources Board emissions reduction targets. SCAG adopted its current RTP/SCS in April 2016 (SCAG, April 2016).

4.12.2 Impact Analysis

a. Methodology and Significance Thresholds. Impacts related to population are generally social or economic in nature. Under CEQA, a social or economic change generally is not considered a significant effect on the environment unless the changes are directly linked to a physical change. Pursuant to the State CEQA Guidelines Appendix G Environmental Checklist, impacts related to population and housing would be potentially significant if the project would:

1. *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure), or*
2. *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere, or*
3. *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.*

The Initial Study in Appendix A determined that the project would have no impact related to displacement of substantial numbers of existing housing or people. Therefore, the analysis focuses on the significance threshold 1.

b. Project Impacts and Mitigation Measures.

IMPACT 4.11-1 ***Would the project induce substantial population growth in an area, either directly or indirectly?***

Development associated with the proposed project would add an estimated 655 employees, including 430 in Hermosa Beach and 225 in Manhattan Beach. An estimated 16 of these new employees would be expected to reside in Hermosa Beach and 26 new employees would be expected to reside in Manhattan Beach. This level of population growth would fall within and be consistent with growth forecasts contained in the Hermosa Beach General Plan, Manhattan Beach General Plan, and SCAG population forecasts. Impacts related to inducement of substantial population growth would therefore be ***less than significant.***

The proposed project (all three components) would employ a total of about 655 people, including approximately 430 people at the Hermosa Beach component, 150 people at the 305 S. Sepulveda Boulevard component, and 75 people at the 330 S. Sepulveda Boulevard component (see Table 4.11-5).

Table 4.11-5
Proposed Project Employment

Project Component	Number of New Employees
Hermosa Beach	430
305 S. Sepulveda Boulevard	150
330 S. Sepulveda Boulevard	75
Total	**655**

As discussed in the *Setting*, the populations of Hermosa Beach and Manhattan Beach are each expected to grow by approximately 100 residents between 2012 and 2020. Based on housing availability, current employee data trends provided by Skechers, and inflow/outflow commute trends in each city, the majority of the 655 new employees would not choose or be able to live in either Hermosa Beach or Manhattan Beach, as discussed below.

Skechers provided data reporting the zip codes of the residences of current employees reporting to their existing offices in Manhattan Beach. Of the 636 current employees, approximately 35 employees live in Manhattan Beach (5 percent) and 21 (3 percent) live in Hermosa Beach. Approximately 83 percent of current employees live within 20 miles of the office, 91 percent live within 30 miles of the office, 96 percent live within 40 miles, and 98 percent live within 60 miles. This data indicates that current employees live in locations throughout the Los Angeles area.

Kosmont Companies prepared an evaluation of how many employees at the Design Center and Executive Offices (Hermosa Beach component) would commute outside of Hermosa Beach (Kosmont Companies 2017). Kosmont's analysis indicates that of 755 current Skechers employees in its Manhattan Beach facilities, 32 (about 4.2 percent) currently reside in Hermosa Beach. Based on the U.S. Census Bureau's American Community Survey (ACS) data on housing costs, Kosmont determined that for residents paying for housing, median annual housing costs in Hermosa Beach are $43,992 ($3,666/month) for owner-occupied housing and $22,824 ($1,902/month) for non-owner-occupied housing.

Based on local housing costs, Kosmont determined that the annual incomes shown in Table 4.11-6 would be required to afford median-priced housing in Hermosa Beach.

Table 4.11-6
Required Annual Household Income Required to Afford Median-Priced Housing

	Owner Occupied	Non-Owner Occupied
20% of Income	$219,960	$114,120
25% of Income	$175,968	$91,296
35% of Income	$125,691	$65,211
40% of Income	$109,980	$57,060

Source: Kosmont Companies 2017.

Kosmont's Net Fiscal Impact & Economic Benefit Analysis (2016) estimates an average annual income of $85,000 for office and professional employees of the project. Based on this average and the above evaluation of housing costs, employees earning the $85,000 average would be able to afford the median rental housing costs if they allocated about 27 percent of their income to housing. Further, Skechers employees in multi-earners households would likely have the income levels required to afford the median-priced owner occupied housing. Based on this data, Kosmont concludes that a reasonable baseline assumption with respect to employees who may choose to live in Hermosa Beach is a continuation of the existing pattern where about 4 percent of employees live in Hermosa Beach.

ACS data shows annual housing costs in Manhattan Beach as $48,000+ ($4,000+/month) for owner-occupied housing and $25,464 ($2,122/month) for non-owner-occupied housing. Although these costs are somewhat higher than in Hermosa Beach, the overall housing stock in Manhattan Beach is about 48 percent larger (14,920 units versus 10,084 units). Therefore, it is also anticipated that about 4 percent of new employees may live in Manhattan Beach. Assuming that 4 percent of future Skechers employees would live in Hermosa Beach, 26 potential new employees would be expected to reside in Hermosa Beach (see Table 4.11-7). The 26 new residents would represent a population increase of about 0.1 percent (based on the 2016 population of 19,801).

Assuming that 4 percent of future employees would live in Manhattan Beach, another 26 employees would be expected to reside in that city (see Table 4.11-7). As shown in Table 4.11-4, SCAG forecasts that the population of Manhattan Beach will be 35,400 in 2020. Thus, the 26 new residents would represent a population increase of less than 0.1 percent in Manhattan Beach (based on the 2016 population of 35,297).

Table 4.11-7
Employees Expected to Reside in Hermosa Beach or Manhattan Beach

Project Component	Number of New Employees	New Employees Expected to Reside in Hermosa Beach	New Employees Expected to Reside in Manhattan Beach	Total New Employees to Reside in Hermosa Beach/Manhattan Beach
Hermosa Beach	430	17	17	34
305 S. Sepulveda Boulevard	150	6	6	12
330 S. Sepulveda Boulevard	75	3	3	6
Total	**655**	**26**	**26**	**52**

** Assumes that 4 percent of employees would reside in Hermosa Beach and 4% would reside in Manhattan Beach.*

As discussed in the *Setting*, approximately 5.9 percent of residents both live and work in Hermosa Beach while 94.1 percent commuted to other places. More residents who live in Hermosa Beach commute to work outside to surrounding South Bay cities such as Los Angeles, El Segundo, or Torrance than reside in neighboring cities and commute to work in Hermosa Beach. Furthermore, according to the Hermosa Beach Existing Conditions Report 2014, as of 2010, Hermosa Beach had 922 vacant housing units. This represents an 8.9 percent vacancy rate. According to the Hermosa Housing Element, however, there were 612 vacant housing units, 247 of which were rental units and 45 units for sale, while the remainder were vacant units, but not available for permanent residence. Using the Housing Element figure, up to 292 units are available in Hermosa Beach. Applying the existing trend of 5.9 percent of residents who both live and work in Hermosa Beach to the 430 new employees at the Hermosa Beach component, about 25 new potential residents would be added to Hermosa Beach's population (similar to the 26-person increase discussed above). The 292 vacant housing units would more than accommodate 25 new potential residents so new housing would not need to be constructed in Hermosa Beach specifically to accommodate new Skechers employees.

The Manhattan Beach Housing Element reports that 24 percent of all workers employed in the City live in Manhattan Beach. The remaining 76 percent live outside of the City limits. The rental vacancy rate in the City is 5.3 percent and the owner vacancy rate is 0.8 percent, with about 6 percent of the housing units (891 units) unoccupied. Applying the existing trend of 24 percent of residents who both live and work in Manhattan Beach to the projected new 225 employees at the Manhattan Beach components, an estimated 54 new residents would be added to the Manhattan Beach population. This number is greater than the 26-person increase discussed above, but the 891 vacant housing units, in combination with the forecast growth of 38 housing units, would more than accommodate even 54 new residents. Thus, new housing would not need to be constructed in Manhattan Beach specifically to accommodate new Skechers employees.

Overall Impact. The population for the South Bay Cities region (excluding the portions of the City of Los Angeles and County of Los Angeles District 2 and 4) was 752,000 in 2012. The population projection for the South Bay Cities (excluding the portions of the City of Los Angeles and County of Los Angeles District 2 and 4) is 771,900 residents in 2020 and 807,100 residents in 2035, which is an increase of 55,100 residences from the 2012 population (SCAG, 2012 and 2016). The South Bay Cities area consists of the following cities: Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, and Torrance (SCAG, 2012). It is anticipated that many new employees would be drawn from the regional workforce. Nevertheless, even assuming that all 655 new employees would relocate to the South Bay Cities area to fill the new jobs created by the project, this total would represent a subregional increase of less than one percent. Such an increase would also be well within the population growth forecast for the South Bay Cities subregion and overall impacts would be less than significant.

Mitigation Measures. Because impacts would be less than significant for all three project components, mitigation is not required.

c. Cumulative Impacts. As listed in Table 3-1 in Section 3, *Environmental Setting*, a number of projects are planned or pending in Hermosa Beach and Manhattan Beach. These include a grocery store, retail space, commercial space, and hotels. Although none of the planned or pending projects are residential, employment growth associated with cumulative development could potentially lead to an influx of residents in Hermosa Beach and/or Manhattan Beach that would further exacerbate housing availability in either city. Table 4.11-8 shows the estimated number of employees that could be generated according to the square footage and use of the project using numbers provided by the SCAG Employee Density Study (2001). In combination with the 655 new Skechers employees, the overall increase in Hermosa Beach/Manhattan Beach employment would be 1,241 jobs (562 in Hermosa Beach and 679 in Manhattan Beach). Applying the current trends in both cities (5.9 percent of Hermosa Beach residents live and work in the city and 24 percent of Manhattan Beach residents live and work in the city), cumulative employment increases would add 33 residents in Hermosa Beach and 163 residents in Manhattan Beach. There are currently an estimated 292 vacant housing units in Hermosa Beach and 891 vacant housing units in Manhattan Beach, more than enough to accommodate the increase in new residents from cumulative projects. Therefore, cumulative impacts related to population growth would be less than significant.

Development of the proposed project would not contribute to significant cumulative impacts related to loss of existing housing or affordable housing availability. Cumulative impacts related to displacement of a substantial number of existing housing units or residents would be less than significant and the project would involve no displacement.

Table 4.11-8
Total New Employees Generated per City by Cumulative Projects

Project Name/ Location	Description	Non-Residential Square Footage	Square Footage[1] per Employee	New Employees
City of Hermosa Beach				
Strand and Pier Hotel	Hotel	115,030	1,179	132
Subtotal – City of Hermosa Beach		**115,030**		**132**
City of Manhattan Beach				
Manhattan Village Shopping Center/3200-3600 North SR 1	Shopping Center	110,000	730	151
Manhattan Beach Civic Center/Library/MetLOX 15th Street, Valley Drive, Manhattan Beach Boulevard, and Highland Avenue.	Civic Center, Fire Department, Police Department, Public Library	186,759	471	397
Gelson's Market 707 North SR 1	Grocery Store	27,900	730	38
Subtotal – City of Manhattan Beach		**324,659**		**586**

[a]*City of Hermosa Beach http://www.hermosabch.org/index.aspx?page=504*

[b]*City of Manhattan Beach Current Projects/Programs http://www.citymb.info/city-officials/community-development/planning-zoning/current-projects-programs*

Derivation of square feet per employee based on Median Employees per acre, Employee Density Study Summary Report, Southern California Association of Governments, 2001 http://www.mwcog.org/uploads/committee-documents/bl5aX1pa20091008155406.pdf

Note: All totals are approximate based on standard uncertainties related to specific project information.

4.12 TRANSPORTATION AND CIRCULATION

This section analyzes the proposed project's impacts to the local transportation and circulation system. The analysis is based in part upon the *Traffic Impact Study Skechers Design Center and Offices Project* (August 2016) prepared by Linscott, Law, and Greenspan, Engineers (LLG), which was peer reviewed by Fehr & Peers on behalf of the cities of Hermosa Beach and Manhattan Beach. The LLG study is included in its entirety in Appendix F.

4.12.1 Setting

a. Existing Street System. The three development sites that comprise the project site are located on State Route 1 (SR 1), which is referred to as PCH in Hermosa Beach and Sepulveda Boulevard in Manhattan Beach. The Hermosa Beach site is located on the west side of SR 1, extending from Longfellow Avenue to mid-way between Keats Street and Tennyson Street in the City of Hermosa Beach. The 305 S. Sepulveda Boulevard site (Manhattan Beach) is also located on the west side of SR 1, just south of Duncan Avenue. The majority of the uses to the west and northwest of these sites are residences. There is also a preschool located between the sites. The 330 S. Sepulveda Boulevard site (Manhattan Beach) is located on the east side of SR 1. The majority of the uses to the east of this site are residences. Along both sides of SR 1, to the north and south of the three development sites, are various commercial buildings. These include the existing Skechers corporate buildings, which are located at 225 S. Sepulveda Boulevard and 330 S. Sepulveda Boulevard.

The study area for this analysis is generally bordered by Manhattan Beach Boulevard to the north, Peck Avenue/Ford Avenue to the east, 10th Street/Aviation Boulevard to the south, and Valley Drive to the west. Primary regional access to the study area is provided by SR 1, which runs north-south through the study area.

b. Existing Traffic Volumes and Levels of Service. A total of 25 intersections and 19 street segments were identified for this analysis. Table 4.12-1 shows the study intersections and the applicable jurisdiction.

Weekday AM and PM peak hour traffic counts were collected at the study intersections and the street segments in March 2016. Traffic counts are provided in Appendix F.

Using the traffic count data at the study area intersections, a volume-to-capacity (V/C) ratio or average vehicle delay and corresponding level of service (LOS) was determined for all of the study area intersections. LOS is a qualitative measure used to describe the condition of traffic flow. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. LOS D is typically considered to be the minimum desirable LOS in urban areas. Table 4.12-2 summarizes the LOS definitions.

Table 4.12-1
Study Intersections

No.	Intersection	Traffic Control	Jurisdiction
1	Valley Dr./Gould Ave.	Unsignalized	City of Hermosa Beach
2	Ardmore Ave./Duncan Ave.	Unsignalized	City of Manhattan Beach
3	Ardmore Ave./30th St.	Unsignalized	City of Hermosa Beach
4	Ardmore Ave./Gould Ave.	Unsignalized	City of Hermosa Beach
5	Dianthus St./Duncan Ave.	Unsignalized	City of Manhattan Beach
6	Dianthus St.-Tennyson Pl./Boundary Pl.	Unsignalized	Cities of Hermosa Beach/Manhattan Beach
7	Tennyson Place/Longfellow Ave.	Unsignalized	City of Hermosa Beach
8	Tennyson Place/30th St.	Unsignalized	City of Hermosa Beach
9	SR 1 / Manhattan Beach Blvd.	Signalized	City of Manhattan Beach/Caltrans
10	SR 1 / 8th St.	Signalized	City of Manhattan Beach/Caltrans
11	SR 1 / 2nd St.	Signalized	City of Manhattan Beach/Caltrans
12	SR 1 / Duncan Ave.-Duncan Dr.	Unsignalized	City of Manhattan Beach/Caltrans
13	SR 1 / Longfellow Ave. – Longfellow Dr.	Signalized	Cities of Hermosa Beach/Manhattan Beach/Caltrans
14	SR 1 / 30th St.	Unsignalized	Cities of Hermosa Beach/Manhattan Beach/Caltrans
15	SR 1 / Keats St.	Unsignalized	Cities of Hermosa Beach/Manhattan Beach/Caltrans
16	SR 1 / Tennyson St.	Unsignalized	Cities of Hermosa Beach/Manhattan Beach/Caltrans
17	SR 1 / Gould Ave. – Artesia Blvd.	Signalized	Cities of Hermosa Beach/Manhattan Beach/Caltrans
18	SR 1 / 21st Street	Signalized	City of Hermosa Beach/Caltrans
19	SR 1 / 16th Street	Signalized	City of Hermosa Beach/Caltrans
20	SR 1 / Pier Ave. – 14th St.	Signalized	City of Hermosa Beach/Caltrans
21	SR 1 / Aviation Blvd. – 10th St.	Signalized	City of Hermosa Beach/Caltrans
22	Prospect Ave./Artesia Blvd.	Signalized	Cities of Hermosa Beach/Manhattan Beach
23	Prospect Ave./Aviation Blvd.	Signalized	City of Hermosa Beach
24	Meadows Ave./Artesia Blvd.	Signalized	Cities of Hermosa Beach/Manhattan Beach
25	Peck Ave. - Ford Ave./Artesia Blvd.	Signalized	Cities of Manhattan Beach/Redondo Beach

Source: Traffic Impact Study Skechers Design Center and Offices Project, August 2016, Linscott, Law, and Greenspan, Engineers, see Appendix F.

Table 4.12-2
Level of Service

LOS	Interpretation	Intersection Capacity Utilization Value (V/C)	Stop-Controlled Intersection Average Total Delay (seconds/vehicle)
A	Excellent operation. No vehicle waits longer than one red light and no approach phase is fully used.	≤ 0.600	≤ 10
B	Very good operation. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	0.601 – 0.700	> 10 and ≤ 15
C	Good operation. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	0.701 – 0.800	> 15 and ≤ 25
D	Fair operation. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developed lines, preventing excessive backups.	0.801 – 0.900	> 25 and ≤ 35
E	Poor operation. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	0.901 – 1.000	> 35 and ≤ 50
F	Failure. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	>1.000	> 50

Source: Highway Capacity Manual, Special Report 209 and Transportation Research Board, 2000.

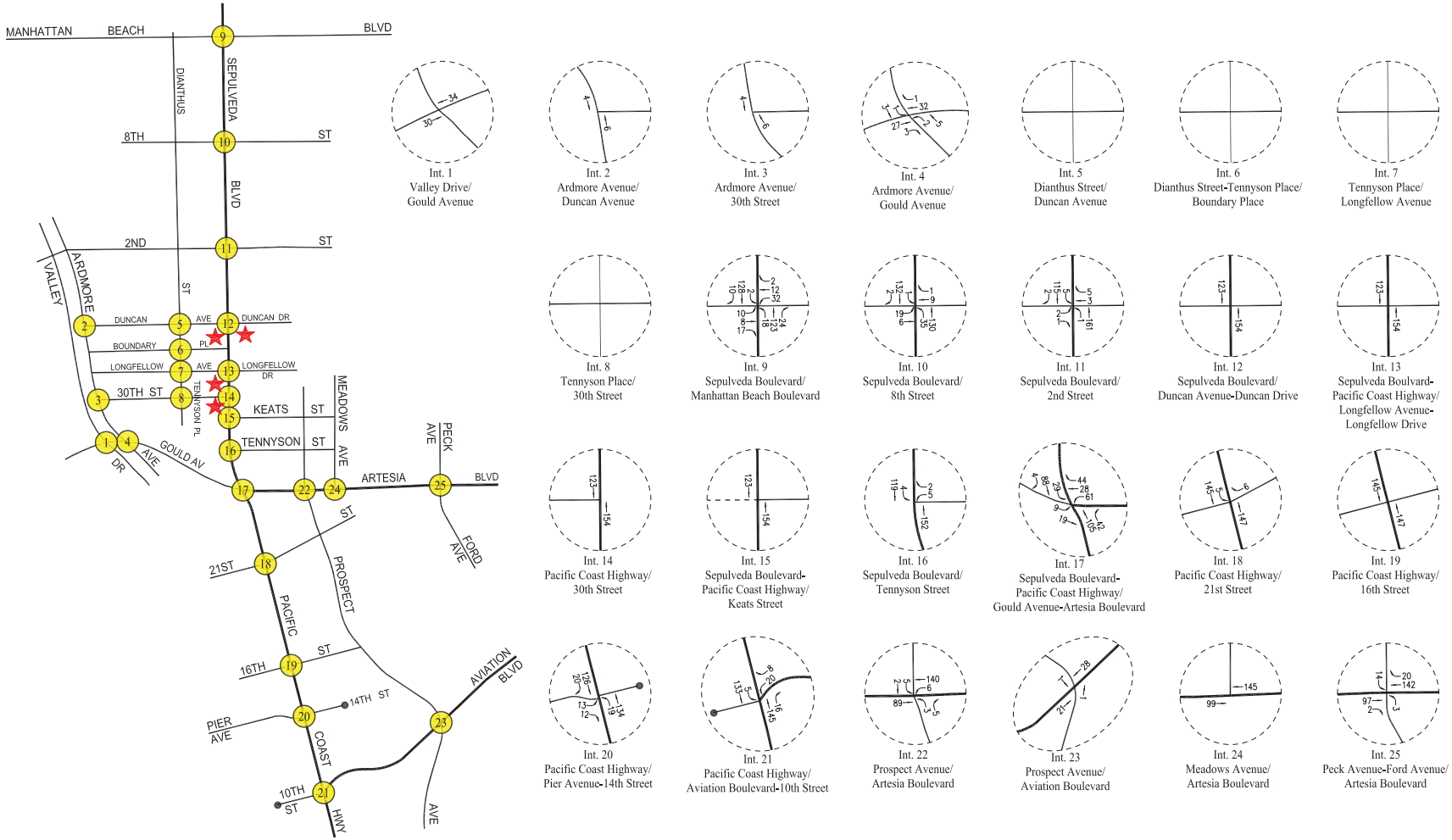
Table 4.12-3 provides the V/C ratios or delay and LOS values for each study intersection under existing (2016) conditions and Figures 4.12-1 and 4.12-2 show existing AM and PM peak hour traffic volumes. As shown in Table 4.12-3, eight of the 25 study intersections currently operate at LOS E or F during at least one studied timeframe. These include:

- *Intersection No. 4 - Ardmore Ave./Gould Ave. (AM and PM peak hours)*
- *Intersection No. 9 - SR 1 / Manhattan Beach Blvd. (AM and PM peak hours)*
- *Intersection No. 12 - SR 1 / Duncan Ave.-Duncan Drive (AM and PM peak hour)*
- *Intersection No. 14 - SR 1 / 30th Street (PM peak hours)*
- *Intersection No. 15 - SR 1 / Keats Street (AM peak hour)*
- *Intersection No. 16 - SR 1 / Tennyson Street (AM peak hour)*
- *Intersection No. 17 - SR 1 / Gould Ave. – Artesia Blvd. (AM peak hour)*
- *Intersection No. 21 - SR 1 / Aviation Blvd. – 10th Street (AM peak hour)*

Table 4.12-3
Existing (2016) Level of Service Summary

No.	Intersection	Peak Hour	Delay or V/C	LOS[2]
1	Valley Drive/Gould Ave.[1]	AM	18.4	C
		PM	26.1	D
2	Ardmore Ave./Duncan Ave.[1]	AM	11.6	B
		PM	10.1	B
3	Ardmore Ave./30th Street[1]	AM	10.8	B
		PM	10.1	B
4	Ardmore Ave./Gould Ave.[1]	AM	39.5	**E**
		PM	39.6	**E**
5	Dianthus Street/Duncan Ave.[1]	AM	7.3	A
		PM	7.6	A
6	Dianthus Street-Tennyson Place/Boundary Place[1]	AM	7.0	A
		PM	7.1	A
7	Tennyson Place/Longfellow Ave.[1]	AM	7.2	A
		PM	7.3	A
8	Tennyson Place/30th Street[1]	AM	7.1	A
		PM	7.1	A
9	SR 1 / Manhattan Beach Blvd.	AM	1.040	**F**
		PM	1.053	**F**
10	SR 1 / 8th Street	AM	0.821	D
		PM	0.700	B
11	SR 1 / /2nd Street	AM	0.868	D
		PM	0.712	C
12	SR 1 / Duncan Ave.-Duncan Drive[1]	AM	>50.0	**F**
		PM	>50.0	**F**
13	SR 1 / Longfellow Ave. – Longfellow Drive	AM	0.814	D
		PM	0.668	B
14	SR 1 / 30th Street[1]	AM	19.1	C
		PM	>50.0	**F**
15	SR 1 / Keats Street[1]	AM	>50.0	**F**
		PM	19.7	C
16	SR 1 / Tennyson Street[1]	AM	>50.0	F
		PM	34.3	D
17	SR 1 / Gould Ave. – Artesia Blvd.	AM	1.006	**F**
		PM	0.769	C
18	SR 1 / 21st Street	AM	0.813	D
		PM	0.662	B
19	SR 1 / 16th Street	AM	0.676	B
		PM	0.672	B
20	SR 1 / Pier Ave. – 14th Street	AM	0.658	B
		PM	0.707	C
21	SR 1 / Aviation Blvd. – 10th Street	AM	0.912	**E**
		PM	0.834	D
22	Prospect Ave./Artesia Blvd.	AM	0.699	B
		PM	0.743	C
23	Prospect Ave./Aviation Blvd.	AM	0.695	B
		PM	0.758	C
24	Meadows Ave./Artesia Blvd.	AM	0.690	B
		PM	0.620	B
25	Peck Ave. - Ford Ave./Artesia Blvd.	AM	0.813	D
		PM	0.600	A

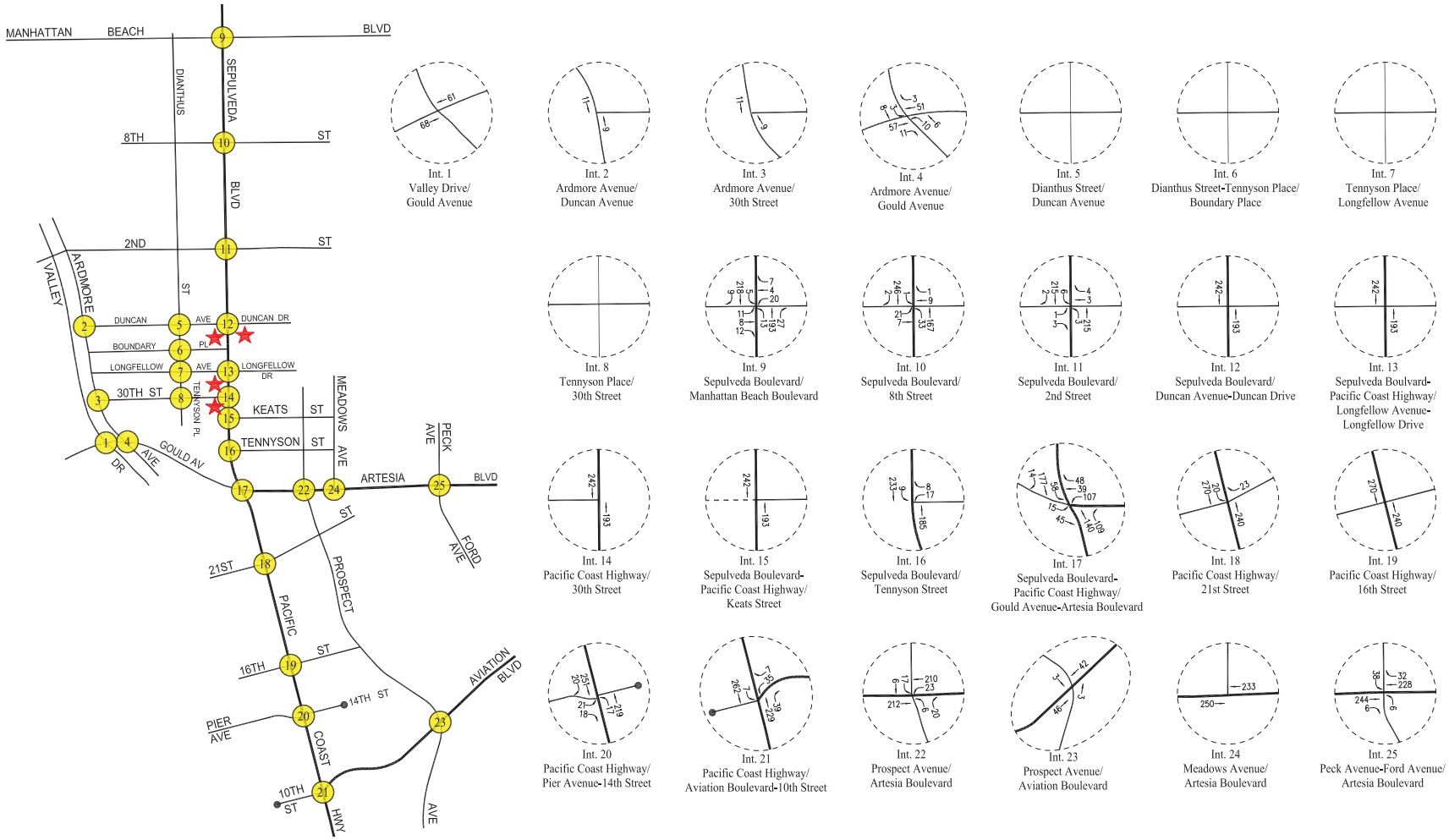
Source: Traffic Impact Study Skechers Design Center and Offices Project, August 2016, Linscott, Law, and Greenspan, Engineers, see Appendix F.
[1] Unsignalized intersection. Reported control delay value (in seconds per vehicle) represents the delay associated with the most constrained movement of the intersection.
[2] Level of Service is based on the reported ICU value for signalized intersections and on delay for unsignalized intersections.



Source: Linscott, Law & Greenspan, engineers

Existing Weekday AM Peak Hour Traffic Volumes

Figure 4.12-1



Source: Linscott, Law & Greenspan, engineers

Existing Weekday PM Peak Hour Traffic Volumes

Figure 4.12-2

c. Existing Roadway Segment Volumes. Nineteen street segments were selected for this analysis. The locations of these segments are shown in Table 4.12-4.

Table 4.12-4
Study Roadway Segments

No.	Roadway Segment	Jurisdiction
1	Duncan Ave. east of Ardmore Ave.	City of Manhattan Beach
2	Longfellow Ave. east of Ardmore Ave.	City of Hermosa Beach
3	30th Street east of Ardmore Ave.	City of Hermosa Beach
4	Dianthus Street north of Duncan Ave.	City of Manhattan Beach
5	Dianthus Street between Duncan Ave. and Boundary Place	City of Manhattan Beach
6	Tennyson Place between Longfellow Ave. and 30th Street	City of Hermosa Beach
7	Duncan Ave. west of SR 1	City of Manhattan Beach
8	Boundary Place west of SR 1	City of Hermosa Beach/Manhattan Beach
9	Longfellow Ave. west of SR 1	City of Hermosa Beach
10	30th Street west of SR 1	City of Hermosa Beach
11	Duncan Drive east of SR 1.	City of Manhattan Beach
12	Longfellow Drive east of SR 1	City of Manhattan Beach
13	Keats Street east of SR 1	City of Manhattan Beach
14	Kuhn Drive between Ronda Drive and Duncan Drive	City of Manhattan Beach
15	Kuhn Drive between Duncan Drive and Longfellow Drive	City of Manhattan Beach
16	Kuhn Drive between Longfellow Drive and Keats Street	City of Manhattan Beach
17	Keats Street between Kuhn Drive and Chabela Drive	City of Manhattan Beach
18	Prospect Ave. north of Artesia Blvd.	City of Manhattan Beach
19	Meadows Ave. north of Artesia Blvd.	City of Manhattan Beach

Source: Traffic Impact Study Skechers Design Center and Offices Project, August 2016, Linscott, Law, and Greenspan, Engineers, see Appendix F.

Using the traffic count data for the segments, a volume-to-capacity (V/C) ratio and corresponding level of service (LOS) was determined for each of the study area segments. Table 4.12-5 summarizes traffic volumes on the roadway segments.

Table 4.12-5
Existing (2016) Level of Service on Study Area Roadway Segments

No.	Street Segment	Time Period	Directional Split[1]	Total Capacity (PCPH)[2]	Peak Hour Volume[3]	V/C	LOS
1	Duncan Ave. east of Ardmore Ave.	AM	70/30	1,250	108	0.086	A
		PM	60/40	1,325	101	0.076	A
2	Longfellow Ave. east of Ardmore Ave.	AM	50/50	1,400	106	0.076	A
		PM	50/50	1,400	107	0.076	A
3	30th St. east of Ardmore Ave.	AM	50/50	1,400	80	0.057	A
		PM	50/50	1,400	73	0.052	A
4	Dianthus St. north of Duncan Ave.	AM	80/20	1,150	93	0.081	A
		PM	60/40	1,325	115	0.087	A
5	Dianthus St. between Duncan Ave. and Boundary Pl.	AM	80/20	1,150	101	0.088	A
		PM	70/30	1,250	103	0.082	A
6	Tennyson Pl between Longfellow Ave. and 30th St.	AM	70/30	1,250	87	0.070	A
		PM	60/40	1,325	103	0.078	A
7	Duncan Ave. west of SR 1.	AM	50/50	1,400	96	0.069	A
		PM	70/30	1,250	152	0.122	A
8	Boundary Pl. west of SR 1.	AM	70/30	1,250	36	0.029	A
		PM	60/40	1,325	30	0.023	A
9	Longfellow Ave. west of SR 1	AM	90/10	1,050	138	0.131	A
		PM	90/10	1,050	169	0.161	A
10	30th St. west of SR 1	AM	60/40	1,325	125	0.094	A
		PM	70/30	1.250	78	0.062	A
11	Duncan Dr. east of SR 1.	AM	60/40	1,325	58	0.044	A
		PM	60/40	1,325	77	0.058	A
12	Longfellow Dr. east of SR 1	AM	60/40	1,325	150	0.113	A
		PM	70/30	1,250	138	0.110	A
13	Keats St. east of SR 1	AM	50/50	1,400	113	0.081	A
		PM	70/30	1,250	111	0.089	A
14	Kuhn Dr between Ronda Dr and Duncan Dr	AM	60/40	1,325	37	0.028	A
		PM	60/40	1,325	47	0.035	A
15	Kuhn Dr between Duncan Dr. and Longfellow Dr.	AM	60/40	1,325	67	0.051	A
		PM	70/30	1,250	66	0.053	A
16	Kuhn Dr. between Longfellow Dr. and Keats St.	AM	60/40	1,325	122	0.092	A
		PM	60/40	1,325	94	0.071	A
17	Keats St between Kuhn Dr. and Chabela Dr.	AM	60/40	1,325	294	0.222	A
		PM	70/30	1,250	244	0.195	A
18	Prospect Ave. north of Artesia Blvd.	AM	70/30	1,250	227	0.182	A
		PM	60/40	1,325	278	0.210	A
19	Meadows Ave. north of Artesia Blvd.	AM	60/40	1,325	583	0.440	A
		PM	60/40	1,325	561	0.423	A

Source: Traffic Impact Study Skechers Design Center and Offices Project, August 2016, Linscott, Law, and Greenspan, Engineers, see Appendix F.
PCPH = Passenger Cars Per Hour
[1] Directional split of the roadway is based on existing traffic count data
[2] Total capacity (PCPH) is based on existing roadway directional split per County of Los Angeles Department of Public Works' "Traffic Impact Analysis report Guidelines." However, please note that the PCPH capacity used in this analysis is one-half of the County's identified capacities in order to better reflect the type of roadways, adjoining land uses, and other local roadway network characteristics (e.g. residential driveways, on-street parking, etc.) in order to provide a conservative analysis.
[3] Obtained from 24-hour machine counts conducted by City traffic Counters in March 2016.

d. Existing Transit Service. The study area is served by bus transit lines operated by the Los Angeles County Metropolitan Transportation Authority (METRO). Lines that serve the project site are described below:

- *Metro Line 126 – Line 126 is a local service that runs from Manhattan Beach to Hawthorne along the Manhattan Beach Blvd. corridor.*
- *Metro Line 130– Line 130 is a local line that travels from Redondo Beach to Artesia along the Artesia Blvd./SR 1/Gould Ave. corridor.*
- *Metro Line 232 – Line 232 is a local line that travels from LAX to downtown Long Beach, directly along the SR 1 corridor adjacent to the project sites.*

e. Future Year without Project Conditions. To evaluate the potential impact of the proposed project on future traffic conditions, it is first necessary to develop a forecast of future traffic volumes in the study area under conditions without the project. This provides a basis against which to measure the project's traffic impacts. The year 2020 was selected for analysis based on the anticipated completion and occupation date of the proposed project.

Section 15130 of the CEQA Guidelines provides two options for developing the future traffic volume forecast:

> *(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or*
>
> *(B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.*

Accordingly, the traffic analysis provides a conservative estimate of future pre-project traffic volumes as it incorporates both the "A" and "B" options outlined in the CEQA Guidelines for purposes of developing the forecast. The inclusion in this traffic analysis of both a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor based on CMP traffic model data results in a conservative (over) estimate of future traffic volumes at the study intersections and therefore a conservative (over) estimate of the project's impacts on future traffic.

Growth from Cumulative Projects. Cumulative base traffic forecasts include the effects of specific projects, called related projects, expected to be implemented in the vicinity of the study area prior to the buildout date of the proposed project. Area projects were included to capture specific known developments that may contribute a significant amount of traffic under future conditions. A list of 29 area related projects was compiled. The related projects are listed in Table 3-1 in Section 3.

Trip generation estimates for the related projects were calculated using a combination of previous study findings and the trip generation rates in the Institute of Transportation Engineers (ITE) *Trip Generation, 9th Edition* published in 2012. The related project traffic was added to the surrounding street system using similar distribution and assignment methodology applied for project trips.

Ambient Growth. Existing traffic is expected to increase between year 2016 and year 2020 as a result of general area wide and regional growth and development. Based on historical trends, an ambient growth factor of one percent per year was used to adjust the existing year 2016 traffic volumes to reflect the effects of regional growth and development by the year 2020. The result was a total adjustment of four percent applied from 2016 to 2020.

Peak Hour Intersection Level of Service. The traffic analysis prepared for the proposed project analyzed existing and future weekday AM peak hour and PM peak hour traffic conditions for a future-term (year 2020) traffic setting upon completion of the proposed Skechers projects. Peak hour traffic forecasts for the year 2020 horizon year have been projected by increasing existing traffic volumes by an annual growth rate of one percent per year and adding traffic volumes generated by 29 related projects.

Based on the future 2020 without project forecasts, intersection level of service was calculated for each of the 25 study intersections. Table 4.12-6 summarizes the V/C, delay and associated LOS results at each study intersection. Under future 2020 without project conditions, the eight study intersections that currently operation at LOS E or F are projected to continue to operate at LOS E or F during one or more of the peak hours. Two additional intersections are projected to operate at LOS E during one or more of the peak hours in the future without project conditions. These include:

- *Intersection No. 1- Valley Dr./Gould Ave. (PM peak hours)*
- *Intersection No. 25- Peck Ave. – Ford Ave. / Artesia Blvd. (AM peak hours)*

Future Base Roadway Segment Analysis. Future base traffic conditions were estimated based on the existing 24-hour traffic counts in a manner consistent with the development of the volumes used for the intersection analysis. The existing volumes were factored to year 2020 (from 2016) levels by applying an ambient growth factor of one percent per year to existing traffic volumes. Table 4.12-7 summarizes the projected future roadway segment traffic volumes on the study roadway segments.

Table 4.12-6
Future (2020) Level of Service Summary

No.	Intersection	Peak Hour	Delay or V/C	LOS[2]
1	Valley Dr./Gould Ave.[1]	AM	25.3	D
		PM	45.7	**E**
2	Ardmore Ave./Duncan Ave.[1]	AM	12.6	B
		PM	10.6	B
3	Ardmore Ave./30th St.[1]	AM	11.3	B
		PM	10.6	B
4	Ardmore Ave./Gould Ave.[1]	AM	47.2	**E**
		PM	45.7	**E**
5	Dianthus St./Duncan Ave.[1]	AM	7.3	A
		PM	7.6	A
6	Dianthus St.-Tennyson Pl./Boundary Pl.[1]	AM	7.0	A
		PM	7.1	A
7	Tennyson Pl./Longfellow Ave.[1]	AM	7.2	A
		PM	7.3	A
8	Tennyson Pl./30th St.[1]	AM	7.1	A
		PM	7.1	A
9	SR 1 / Manhattan Beach Blvd.	AM	1.119	**F**
		PM	1.161	**F**
10	SR 1 / 8th St.	AM	0.895	D
		PM	0.814	D
11	SR 1 / 2nd St.	AM	0.942	E
		PM	0.786	C
12	SR 1 / Duncan Ave.-Duncan Drive[1]	AM	>50.0	**F**
		PM	>50.0	**F**
13	SR 1 / Longfellow Ave. – Longfellow Drive	AM	0.875	D
		PM	0.743	C
14	SR 1 / 30th St.[1]	AM	23.4	C
		PM	>50.0	**F**
15	SR 1 / Keats St.[1]	AM	>50.0	**F**
		PM	24.7	C
16	SR 1 / Tennyson St.[1]	AM	>50.0	**F**
		PM	>50.0	**F**
17	SR 1 / Gould Ave. – Artesia Blvd.	AM	1.098	**F**
		PM	0.887	D
18	SR 1 / 21st St.	AM	0.880	D
		PM	0.755	C
19	SR 1 / 16th St.	AM	0.730	C
		PM	0.751	C
20	SR 1 / Pier Ave. – 14th St.	AM	0.713	C
		PM	0.802	D
21	SR 1 / Aviation Blvd. – 10th St.	AM	0.984	**E**
		PM	0.904	**E**
22	Prospect Ave./Artesia Blvd.	AM	0.773	C
		PM	0.868	D
23	Prospect Ave./Aviation Blvd.	AM	0.726	C
		PM	0.801	D
24	Meadows Ave./Artesia Blvd.	AM	0.759	C
		PM	0.719	C
25	Peck Ave. - Ford Ave./Artesia Blvd.	AM	0.903	**E**
		PM	0.726	C

Source: Traffic Impact Study Skechers Design Center and Offices Project, August 2016, Linscott, Law, and Greenspan, Engineers, see Appendix F.
[1] Unsignalized intersection. Reported control delay value (in seconds per vehicle) represents the delay associated with the most constrained movement of the intersection.
[2] LOS is based on the reported ICU value for signalized intersections and on delay for unsignalized intersections.

Table 4.12-7
Future (2020) Level of Service on Study Area Roadway Segments

No.	Street Segment	Time Period	Peak Hour Volume[3]	V/C	LOS
1	Duncan Ave. east of Ardmore Ave.	AM	112	0.095	A
		PM	105	0.082	A
2	Longfellow Ave. east of Ardmore Ave.	AM	110	0.080	A
		PM	111	0.080	A
3	30th St. east of Ardmore Ave.	AM	83	0.062	A
		PM	76	0.054	A
4	Dianthus St. north of Duncan Ave.	AM	97	0.084	A
		PM	120	0.091	A
5	Dianthus St. between Duncan Ave. and Boundary Pl.	AM	105	0.091	A
		PM	107	0.086	A
6	Tennyson Pl. between Longfellow Ave. and 30th St.	AM	91	0.073	A
		PM	107	0.081	A
7	Duncan Ave. west of SR 1	AM	100	0.136	A
		PM	158	0.190	A
8	Boundary Pl. west of SR 1	AM	37	0.030	A
		PM	31	0.023	A
9	Longfellow Ave. west of SR 1	AM	144	0.139	A
		PM	176	0.169	A
10	30th St. west of SR 1	AM	130	0.102	A
		PM	81	0.073	A
11	Duncan Dr east of SR 1	AM	60	0.045	A
		PM	80	0.060	A
12	Longfellow Dr east of SR 1	AM	156	0.137	A
		PM	144	0.122	A
13	Keats St. east of SR 1	AM	118	0.084	A
		PM	116	0.093	A
14	Kuhn Dr. between Ronda Dr and Duncan Dr.	AM	39	0.029	A
		PM	49	0.037	A
15	Kuhn Dr. between Duncan Dr and Longfellow Dr.	AM	70	0.053	A
		PM	69	0.055	A
16	Kuhn Dr. between Longfellow Dr and Keats St.	AM	127	1.196	A
		PM	98	0.074	A
17	Keats St. between Kuhn Dr and Chabela Dr.	AM	306	0.231	A
		PM	254	0.203	A
18	Prospect Ave. north of Artesia Blvd.	AM	236	0.189	A
		PM	289	0.218	A
19	Meadows Ave. north of Artesia Blvd.	AM	607	0.458	A
		PM	584	0.441	A

Source: Traffic Impact Study Skechers Design Center and Offices Project, August 2016, Linscott, Law, and Greenspan, Engineers, see Appendix F.
[1] Derived by applying an ambient growth factor of 1.00% per year to existing traffic volumes to reflect year 2020 conditions

4.12.2 Impact Analysis

a. Methodology and Significance Thresholds.

Analysis Methodology. Weekday AM and PM peak hour traffic operations were evaluated at the 25 study intersections for each of the following traffic scenarios:

- *Existing (Year 2016) Conditions*
- *Existing (2016) plus Project Conditions*
- *Future (2020) Conditions*
- *Future (2020) plus Project Conditions*

A weekday daily roadway segment analysis was also conducted for the 19 study area segments.

Level-of-Service Methodology. In conformance with City of Hermosa Beach and Los Angeles County Congestion Management Program requirements, existing weekday AM and PM peak hour operating conditions for the key signalized study intersections were evaluated using the Intersection Capacity Utilization (ICU) method. The ICU methodology is intended for signalized intersection analyses and estimates the volume-to-capacity (v/c) relationship for an intersection based on the individual v/c ratios for key conflicting traffic movements.

The ICU numerical value represents the percent signal (green) time, and thus capacity, required by existing and/or future traffic. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing. The ICU value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance.

Highway Capacity Manual Methodology. The Highway Capacity Manual 2010 (HCM2010) methodology for unsignalized/two-way stop-controlled (TWSC) study intersections was utilized for the analysis of unsignalized intersections. The TWSC methodology estimates the average control delay for each minor-street movement (or shared movement) as well as major-street left-turns and determines the LOS for each constrained movement. It should be noted that LOS is not defined for the overall TWSC intersection because major-street movements with no delays typically result in a weighted average delay that is extremely low. Average control delay for any particular movement is a function of the capacity of the approach and the degree of saturation. The average control delay is measured in seconds per vehicle, and includes delay due to deceleration to a stop at the back of the queue from free-flow speed, move-up time within the queue, stopped delay at the front of the queue, and delay due to acceleration back to free-flow speed.

Project Traffic Projections. The traffic projections for the proposed project were developed using the following three steps: 1) estimating the trip generation of the project; 2) determining trip distribution; and 3) assigning the project traffic to the roadway system.

Project Trip Generation. The trip generation estimates for the project were developed using trip generation rates from the Institute of Transportation Engineers, Trip Generation, 9th Edition (2012). The proposed project is unique due to the nature of the Design Center building configurations (e.g., showroom space and shoe libraries) and busing of buyers to/from the

project site. Several times per year Skechers hosts large conferences where buyers come from around the world and the United States. The Skechers travel department utilizes 8 buses (60-seat capacity) to transport these people from the Redondo Beach Performing Arts building to the site. The buses are only at the existing Skechers building during drop-off and pick-up periods, and are staged off-site until needed to transport the people to their hotels; the same will apply when the showrooms are moved to the new Hermosa Beach location. See Table 4.12-8 for trip generation rates and trip generation estimates.

The trip generation rates shown in Table 4.12-8 and used in this analysis are "conservative" insofar as they reflect a scenario in which Skechers employees work at the facility on a regular "9 to 5" schedule, arriving during the AM peak traffic period and leaving during the PM peak traffic period. In reality, many Skechers employees regularly work outside typical business hours and offsite. Other employees regularly travel and are not in the office. For these reasons, this analysis likely overstates the actual impact on peak hour traffic levels in the study area.

Project Trip Distribution. Trip distribution is the process of assigning the amount of traffic to and from a project site. Trip distribution is dependent upon the land use characteristics of the project and the general locations of land uses to which project trips would originate or terminate. Project trip distribution was based on the geographic distribution of population from which the project trips would originate or terminate as well as knowledge of development trends in the area, local and sub-regional traffic routes, and regional traffic flows. The trips distribution for the three project components is shown on Figures 7-1, 7-2, and 7-3 of the traffic study in Appendix F. The spatial distribution of Skechers employees was based on zip code data as shown in Figures C-1 and C-2 of Appendix C of the traffic study (Appendix F). The trip distribution for 330 Sepulveda identified 46 percent of employees (84) coming from the north, 28% (51) coming from the east, and 25 percent of employees (46) coming from the south. The zip codes immediately adjacent and adjacent to 330 Sepulveda have the highest concentration of employees (7-18 employees per zip code). There is a similar distribution for the Manhattan Beach employee data with the higher concentration of employees (11-24 employees per zip code) located in zip codes immediately adjacent and adjacent to the project site. A vehicle miles traveled (VMT) analysis for the Manhattan Beach sites conducted for the project estimates the average one-way VMT per employee is 19.3 miles as shown in Table 4.12-9.

Table 4.12-8
Trip Generation Rates[1]

Land Use	Size	Daily Trip Ends[2] Volumes	AM Peak Hour[2]			PM Peak Hour[2]		
			In	Out	Total	In	Out	Total
Hermosa Beach Site								
Design Center[3]	100,296 GSF	800	141	11	152	14	127	141
Executive Offices[3]	19,209 GSF	153	27	2	29	3	24	27
Executive Offices Coffee Shop[4]	998 GSF	817	55	53	108	21	20	41
- Less internal capture, walk-in and pass by adjustments (75%)[5]		(613)	(41)	(40)	(81)	(16)	(15)	(31)
GSC Event Bus Trips[6]	8 buses	64	-	-	-	16	16	32
Subtotal Hermosa Beach		**1,221**	**182**	**26**	**208**	**38**	**172**	**210**
305 S. Sepulveda Blvd.								
General Office[7]	37,174 GSF	433	60	7	67	10	55	65
- Less existing general office[8]	(8,422) GSF	(93)	(11)	(2)	(13)	(2)	(11)	(13)
- Less existing retail[9]	(4,000) GLSF	(171)	(2)	(2)	(4)	(2)	(8)	(15)
- Less pass by adjustments (50%)[10]		86	1	1	2	4	4	8
- Automobile Care Center[11]	(2,815) GLSF	(90)	(4)	(2)	(6)	(4)	(5)	(9)
- Less pass by adjustments (10%)[10]		9	0	0	0	0	1	1
Subtotal 305 S Sepulveda Blvd.		**174**	**44**	**2**	**46**	**1**	**36**	**37**
330 S. Sepulveda Blvd. Expansion								
General Office[7]	20,328 GSF	237	33	4	37	5	30	35
Automated Car wash[12]	(2,525) GSF	(400)	(8)	(8)	(16)	(18)	(18)	(36)
- Less pass by adjustments (10%)[10]		80	2	2	4	4	4	8
Subtotal 305 S Sepulveda Blvd.		**(83)**	**27**	**(2)**	**25**	**(9)**	**16**	**7**
COMBINED TOTAL		**1,312**	**253**	**26**	**279**	**30**	**224**	**254**

Source: Traffic Impact Study Skechers Design Center and Offices Project, August 2016, Linscott, Law, and Greenspan, Engineers, see Appendix F.

[1] Source: ITE "Trip Generation Manual", 9th Edition, 2012; and "(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002, San Diego Association of Governments (SANDAG).

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 714 (Corporate Headquarters Building) trip generation average rates.
- *Daily Trip Rate: 7.98 trips/1,000 SF of floor area; 50% inbound/50% outbound*
- *AM Peak Hour Trip Rate: 1.52 trips/1,000 SF of floor area; 93% inbound/7% outbound*
- *PM Peak Hour Trip Rate: 1.41 trips/1,000 SF of floor area; 10% inbound/90% outbound*

[4] ITE Land Use Code 936 (Coffee/Donut Shop without Drive-Through Window) trip generation average rates.
- *Daily Trip Rate: 818.59 trips/dwelling unit; 50% inbound/50% outbound (ITE Land Use Code 937 since none provided for Code 936)*
- *AM Peak Hour Trip Rate: 108.38 trips/1,000 SF; 51% inbound/49% outbound*
- *PM Peak Hour Trip Rate: 40.75 trips/dwelling units; 50% inbound/50% outbound*

[5] As this on-site land-use amenity is intended for local area employees and residents, a high level of walk-in and internal capture patronage is anticipated. Internal capture trips are those trips made internal to the site between land uses in a mixed-use development. Pass-by trips are made as intermediate stops on the way from an origin to a primary destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that

offers direct access to the site. Please note that although the ITE "Trip Generation Handbook" does not include coffee shop land use type in the review of pass-by trips, a fast food restaurant with drive-through window (i.e., ITE Land Use Code 934) was reviewed for reference purposes. When combined with expected walk-in and internal capture patronage, a 75% adjustment was applied to the Coffee Shop land use component.

[6] The Skechers Global Sales Conference (GSC) is held at the Redondo Beach Performing Arts building in the morning. After lunch, approximately 450 to 500 of those attendees are transported via bus to the existing building at 330 Sepulveda Blvd. to tour the showrooms. The Skechers travel department utilizes 8 buses (60 seat capacity) to transport these people from the Performing Arts building to the site. The buses are only at the existing Skechers building during drop-off and pick-up periods, and are staged off-site until needed to transport people to their hotels; the same will apply when the showrooms are moved to the proposed Hermosa Beach project site. Therefore, the GSC event bus trips have been based upon the following assumptions in order to provide a conservative forecast of project-related trips:
- *No AM peak hour bus trips.*
- *It is assumed that 8 buses (60 seat capacity) will arrive/depart the site during the PM peak hour.*
- *For the daily trip ends, it is assumed that 8 buses will arrive/depart the site during the mid-day and again during the PM peak hour (2 inbound trips and 2 outbound trips per bus).*
- *A passenger car equivalency (PCE) factor (2.0 per bus) was accounted for in the analysis of potential traffic impacts in order to account for the affect that buses have on overall intersection operations. This assumption is conservative and accounts for the larger vehicle type and slower speeds.*

[7] ITE Land Use Code 715 (Single Tenant Office Building) trip generation average rates.
- *Daily Trip Rate: 11.65 trips/1,000 SF of floor area; 50% inbound/50% outbound*
- *AM Peak Hour Trip Rate: 1.80 trips/1,000 SF of floor area; 89% inbound/11% outbound*
- *PM Peak Hour Trip Rate: 1.74 trips/1,000 SF of floor area; 15% inbound/85% outbound*

[8] ITE Land Use Code 710 (General Office Building) trip generation average rates.
- *Daily Trip Rate: 11.03 trips/1,000 SF of floor area; 50% inbound/50% outbound*
- *AM Peak Hour Trip Rate: 1.56 trips/1,000 SF of floor area; 88% inbound/12% outbound*
- *PM Peak Hour Trip Rate: 1.49 trips/1,000 SF of floor area; 17% inbound/83% outbound*

[9] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- *Daily Trip Rate: 42.7 trips/1,000 SF of floor area; 50% inbound/50% outbound*
- *AM Peak Hour Trip Rate: 0.96 trips/1,000 SF of floor area; 62% inbound/38% outbound*
- *PM Peak Hour Trip Rate: 3.71 trips/1,000 SF of floor area; 48% inbound/52% outbound*

[10] Pass-by trips are made as intermediate stops on the way from an origin to a primary destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.

[11] ITE Land Use Code 942 (Automobile Care Center) trip generation average rates.
- *Daily Trip Rate: Based on assumption that PM peak hour volume represents 10% of daily trips*
- *AM Peak Hour Trip Rate: 2.25 trips/1,000 SF of floor area; 66% inbound/34% outbound*
- *PM Peak Hour Trip Rate: 3.11 trips/1,000 SF of floor area; 48% inbound/52% outbound*

[12] ITE Land Use Code 948 (Automated Car Wash) and SANDAG (Car Wash - Automatic) trip generation average rates.
- *Daily Trip Rate: ITE PM peak hour rate represents 9% of daily (SANDAG); 50% inbound/50% outbound*
- *AM Peak Hour Trip Rate: 4% of daily (SANDAG); 50% inbound/50% outbound*
- *PM Peak Hour Trip Rate: 14.12 trips/1,000 SF of floor area; 50% inbound/50% outbound*

Table 4.12-9
Vehicle Miles Traveled (VMT) Analysis
Existing Employee Average One-Way
Trip Length for All Manhattan Beach Sites

Data Set	Number of Employees	One-Way VMT[2] (Miles)	Average One-Way VMT Per Employee [3] (Miles)
Skechers - Manhattan Beach Sites	425	8,209	19.3

[1] Based on employee zip code data provided by Skechers, 2015.
[2] Obtained by measuring the shortest route (one-way) between the project vicinity and the centroid of each zip code, as determined using Google Maps, then multiplying by the number of employees residing in that zip code.
[3] Obtained by dividing the total VMT by the number of employees in each data set.
Source: Table A, Linscott, Law, and Greenspan, Engineers, 2017-01-03.

Project Trip Assignment. The final product of the trip assignment process is a full accounting of project trips, by direction and turning movement at the study intersections. The project trips were assigned based on the trip generation and distribution assumptions discussed above.

Significance Criteria. According to the adopted Appendix G of the State *CEQA Guidelines*, impacts related to transportation and circulation from the proposed project would be significant if the project would:

1. *Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit.*
2. *Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.*
3. *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.*
4. *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment).*
5. *Result in inadequate emergency access.*
6. *Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities.*

The Initial Study in Appendix A determined that the proposed project would result in no impact under threshold 3. No airport or airstrip is located within either Hermosa Beach or Manhattan Beach. None of the project components would affect air traffic patterns. No impact would occur as a result the project; therefore, this issue is not further assessed in this EIR.

The significance of the potential project impacts was evaluated using the traffic impact criteria employed below. All of the study intersections were evaluated based on City of Hermosa Beach threshold criteria. Those intersections located within the City of Manhattan Beach jurisdiction, or shared with the City of Hermosa Beach, were evaluated based on City of Hermosa Beach threshold criteria and City of Manhattan Beach threshold criteria.

City of Hermosa Beach Intersection Criteria. The intersection threshold criteria used to determine if a project has an adverse significant traffic impact at signalized intersections in the City of Hermosa Beach are shown on Table 4.12-10.

Table 4.12-10
City of Hermosa Beach Signalized
Intersection Impact Threshold Criteria

ICU	Level of Service	Project Related Increase in ICU
0.000-0.800	LOS A, B or C	Degrades to LOS D, E, or F
>0.801 – 0.900	LOS D	Equal to or great than 0.02 Or Degrades to LOS E or F
>0.901 or greater	LOS E or F	Equal to or greater than 0.05 Or Degrades from LOS E to F

Source: Traffic Impact Study Skechers Design Center and Offices Project, August 2016, Linscott, Law, and Greenspan, Engineers, see Appendix F.

The intersection threshold criteria used to determine whether a project has an adverse significant traffic impact at unsignalized intersections in the City of Hermosa Beach are shown on Table 4.12-11.

Table 4.12-11
City of Hermosa Beach Unsignalized Intersection
Impact Threshold Criteria

Level of Service	Final Level of Service
A, B, or C	Change to LOS D, E, or F
D, E, or F	Increase in traffic of 10% or more

Source: Traffic Impact Study Skechers Design Center and Offices Project, August 2016, Linscott, Law, and Greenspan, Engineers, see Appendix F.

City of Manhattan Beach Intersection Criteria. The relative impact of the added project traffic volumes generated by the proposed Skechers Design Center project during the weekday AM and PM peak hours was evaluated based on analysis of future operating conditions at the study intersections, without, then with, the proposed project. The significance of the potential project impacts at each key intersection was then evaluated using the traffic impact criteria employed in previous analyses for projects in the City of Manhattan Beach. Pursuant to City of Manhattan Beach policy, the significance of the potential impacts of project generated traffic at each study intersection was identified using criteria consistent with the 2010 Congestion Management Program for Los Angeles County, County of Los Angeles Metropolitan Transportation Authority, July 2010. A significant transportation impact is determined based on a change in the calculated v/c ratio of two percent (0.02) or more due to project-related traffic for an intersection operating at LOS F or worse (v/c > 1.00). For unsignalized intersections, the two percent increase has been assumed to correspond to an increase in delay of one (1) second per vehicle or more at LOS F conditions.

Table 4.12-12
City of Manhattan Beach Intersection
Impact Threshold Criteria*

Intersection Type Operating at LOS F	Change in Calculated Volume to Capacity (v/c) Ratio
Signalized Intersection	Change of 2% or more
Unsignalized Intersection	Increase in delay of 1 second per vehicle or more

**2010 Congestion Management Program for Los Angeles County, County of Los Angeles Metropolitan Transportation Authority, July 2010*
Source: Traffic Impact Study Skechers Design Center and Offices Project, August 2016, Linscott, Law, and Greenspan, Engineers.

Roadway Segment Criteria. Threshold criteria used to determine if the project would have an adverse significant traffic impact on roadway segments in Hermosa Beach and Manhattan Beach are from the *County of Los Angeles Traffic Impact Analysis Report Guidelines*. According to this document, a transportation impact on a roadway is significant based on a percentage increase in passenger cars per hour (PCPH) by the project. The roadway segment threshold criteria are shown in Table 4.12-13.

Table 4.12-13
Roadway Segment Impact Threshold Criteria

Directional Split	Total Capacity (PCPH)	Percentage Increases in Passenger Cars Per Hour (PCPH) due to Project Traffic		
		Pre-Project LOS		
		C	D	E/F
50/50	2,800	4	2	1
60/40	2,650	4	2	1
70/30	2,500	4	2	1
80/20	2,300	4	2	1
90/10	2,100	4	2	1
100/0	2,000	4	2	1

Source: Traffic Impact Study Skechers Design Center and Offices Project, August 2016, Linscott, Law, and Greenspan, Engineers, see Appendix F.

Congestion Management Plan Criteria. The Congestion Management Program (CMP) was created statewide because of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed. A specific system of arterial roadways plus all freeways comprises the CMP system. Per the CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is conducted where:

- *All CMP arterial monitoring intersections where the proposed project would add 50 or more trips during either the AM or PM peak hours of adjacent street traffic.*
- *All CMP mainline freeway monitoring locations where the proposed project would add 150 or more trips, in either direction, during either the AM or PM peak hours.*

The CMP traffic impact analysis guidelines establish that a significant project impact occurs when the following threshold is exceeded:

- *The proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C ≥ 0.02), causing LOS F (V/C > 1.00)*
- *If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C ≥ 0.02).*

Caltrans Intersection Criteria. The LOS for operating State highway facilities is based upon measures of effectiveness, which is determined based on control delay in seconds per vehicle (sec/veh). Caltrans endeavors to maintain a target LOS at the transition between LOC C and LOD D on State highway facilities. However, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than the target LOS, the existing measure of effectiveness should be maintained (Caltrans 2010). For this analysis, LOS D is the target level of service standard and will be utilized to assess the project impacts at the Caltrans study intersections. For signalized intersections, Caltrans considers a location to be impacted if the target MOE is not maintained and a corresponding change in control delay in seconds per vehicle (sec/veh) is 1.0 second or more.

Construction Impact to Roadway Facilities. An impact to roadway facilities would be significant if construction of a project would create a temporary, but prolonged impact due to lane closure, need for temporary signals, emergency vehicle access, traffic hazards to bicycles and/or pedestrians, damage to the roadbed, truck traffic on roadways not designated as truck routes, other similar impediments to circulation.

Bicycle and Pedestrian Facilities Impacts. An impact to bicycle and pedestrian facilities would be significant if:

- *The project would disrupt existing facilities*
- *The project would interfere with planned facilities*
- *The project would conflict or create inconsistencies with adopted guidelines, plans, policies, or standards*

b. Project and Cumulative Impacts and Mitigation Measures. The analysis herein includes both project-related and cumulative impacts. Specifically, the analysis of traffic impacts under Impact 4.12-2 and Impact 4.12-3 include cumulative development in the area.

IMPACT 4.12-1 ***Would temporary construction activity associated the proposed project conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system?***

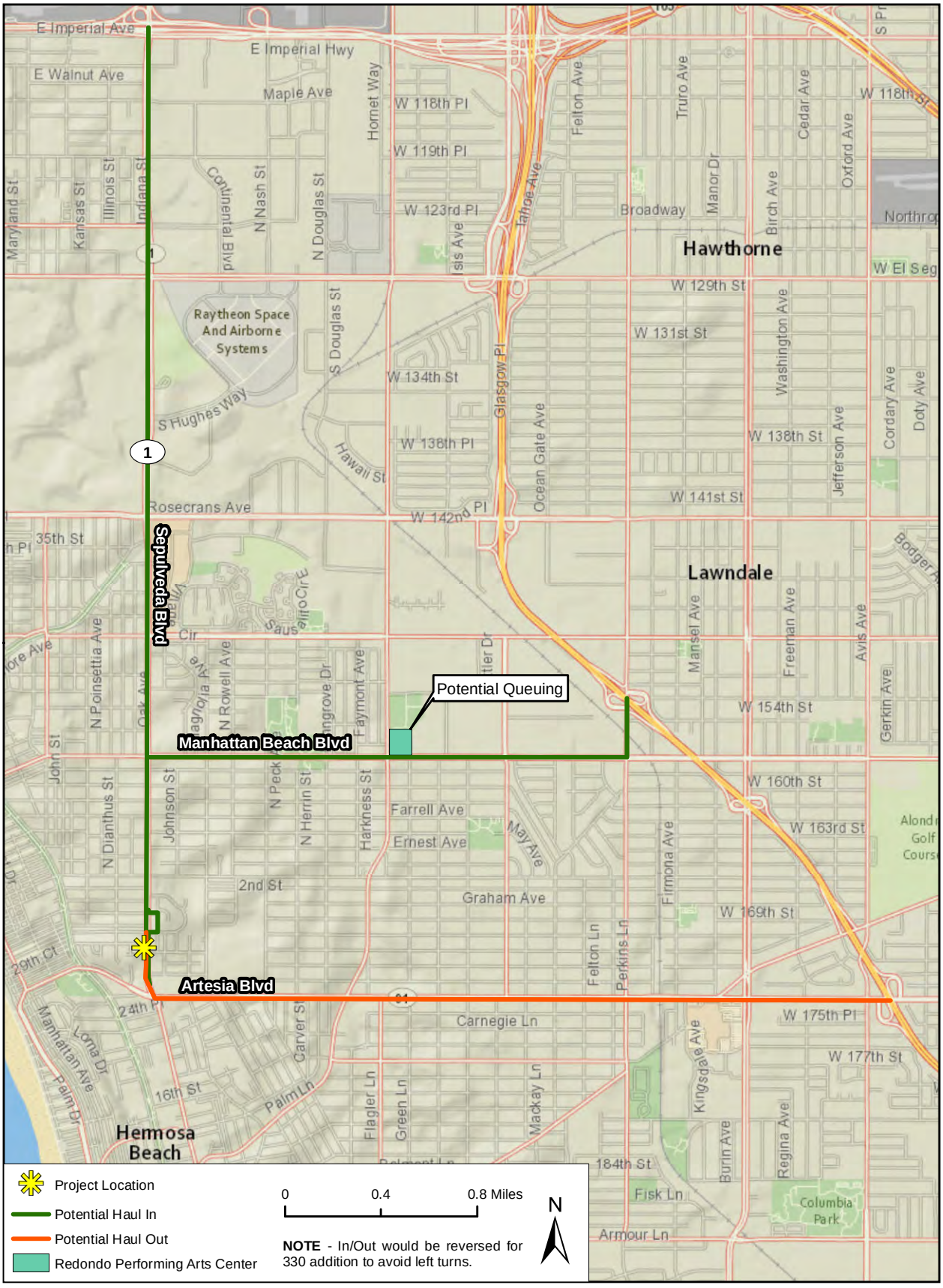
Project construction activities and the associated truck trips and worker trips could temporarily interrupt the local roadway system.

Impacts at the SR 1/30th Street, SR 1/Keats Street, and SR 1/Tennyson Street intersections along SR 1 would be ***significant and unavoidable.***

Coordination with the project applicant's general contractor has occurred as part of this traffic analysis in order to identify overall construction activities and potential estimates of construction traffic generation. The potential haul route and travel lane closures for project construction are shown on figures 4.12-3 and 4.12-4.

Construction activities would require the use of haul equipment and delivery trucks during demolition and construction. Additionally, construction worker traffic would temporarily add trips to the roadway infrastructure and require parking. Additional trips generated by the truck deliveries and construction employees could also affect traffic flow in the study area. A scenario that involves the overlap of excavation activities for all three building sites (i.e., the Hermosa Beach building site and the two Manhattan Beach building sites) concurrently has been reviewed. In addition, the construction traffic generation associated with overlapping building construction of all sites has also been reviewed so as to provide a conservative forecast of short-term construction traffic impacts. Standard construction hours for the City of Hermosa Beach are 8:00 AM to 6:00 PM, Monday through Friday, and 9:00 AM to 5:00 PM on Saturdays. Staging of trucks on SR 1 would be limited to non-peak traffic hours (9:00 AM to 3:00 PM) when the curbside lane is converted to parking; therefore, it would not reduce the number of through traffic lanes. See subsection 2.8.1 in Section 2, *Project Description*, for additional construction details for the Hermosa Beach site. Manhattan Beach construction activities would occur between a start time of 7:30 AM and an ending time of 6:00 PM, Monday through Friday as allowed per current City Code. Construction of the Hermosa Beach component is expected to take about 24 months. Construction of the Manhattan Beach components is expected to begin about 5-7 months after initiation of construction of the Hermosa Beach component and would take about 23 months. As with the Hermosa Beach component, staging of trucks on SR 1 would be limited to non-peak traffic hours (9:00 AM to 3:00 PM) when the curbside lane is converted to parking; therefore, it would not reduce the number of through traffic lanes. See subsection 2.8.2 for additional construction details for the Manhattan Beach sites.

The greatest potential for impacts to the adjacent street system would occur during the excavation construction period estimated to last 24 months. The Hermosa Beach site excavation would involve closing the southbound exterior (curbside) travel lane on SR 1 between the hours of 9:00 AM and 3:00 PM Mondays through Fridays. During excavation of the 305 S. Sepulveda Boulevard site in Manhattan Beach, the southbound exterior (curbside) travel lane on SR 1 would also be closed between the hours of 9:00 AM and 3:00 PM Mondays through Fridays. All hauling activities would take place during these same timeframes. This would ensure that the exterior southbound travel lane can be re-opened by 3:00 PM, so as not to interfere with the PM peak hour traffic. This lane would be closed during excavation and hauling activities and intermittently through the course of the project for deliveries and concrete pours. The southbound curb lane is used as a parking lane during most hours of the day; therefore, this temporary lane closure should not affect the number of through travel lanes otherwise provided. Up to about 27 on-street parking spaces would be unavailable during hauling activities if all available curbside parking was occupied by trucks queuing at the three construction sites. Specifically, 13 on-street spaces are available at the Hermosa Beach site, three



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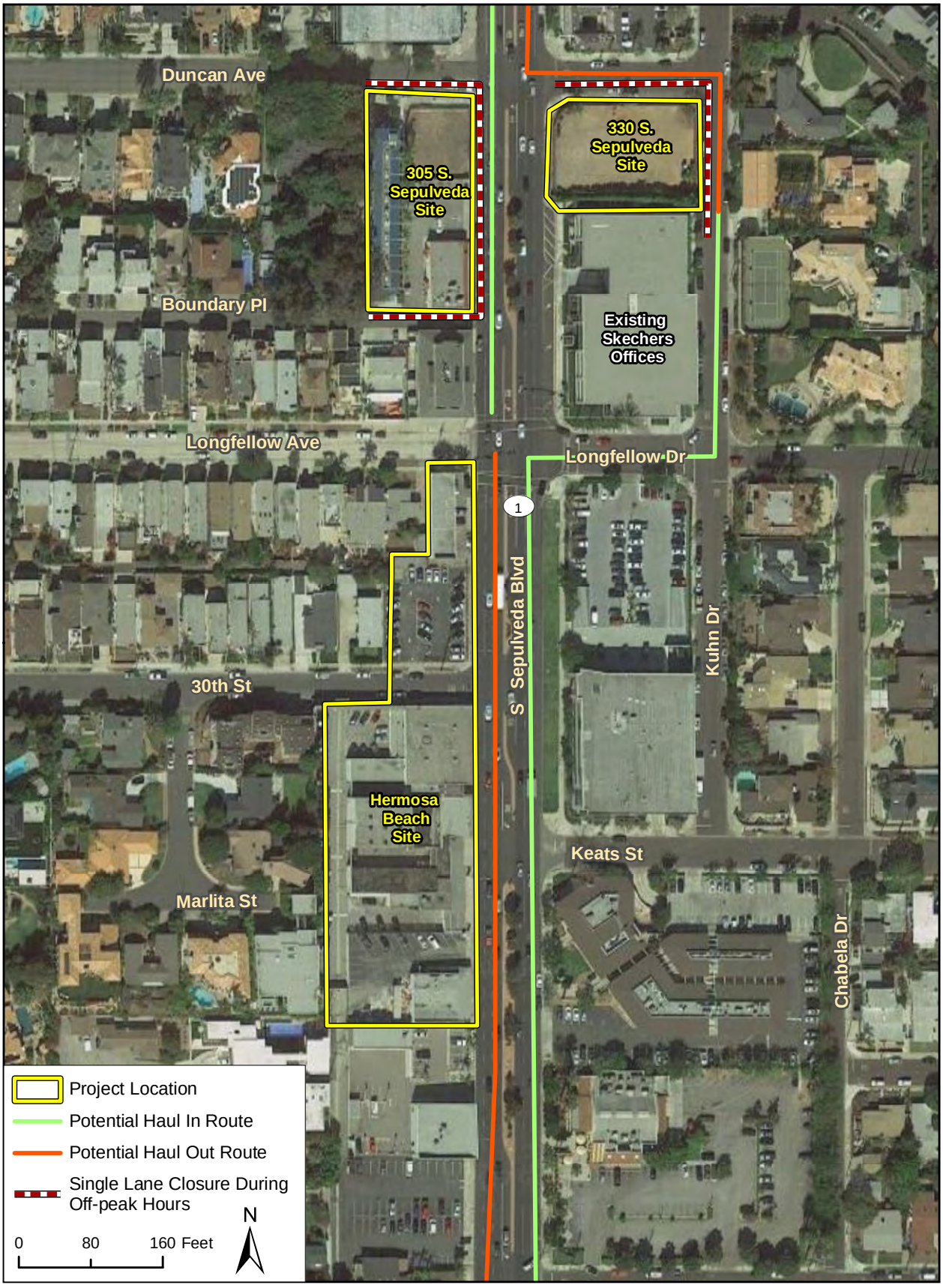
Potential Haul Route Overview Figure 4.12-3



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Potential Travel Lane Closures

Figure 4.12-4

spaces on Duncan Drive at 330 S. Sepulveda, and 11 spaces on SR 1 and Duncan Drive at 305 S. Sepulveda. It is unlikely that the loss of these spots would have secondary effects since these spaces generally serve the uses at those locations that are have been or are to be demolished. Additionally, during construction of the internal below grade pedestrian only access (between the Hermosa Beach Design Center building to the Hermosa Beach Executive Offices building), 30th Street would be narrowed to one lane and operate with alternating traffic flows via flag persons to maintain accessibility.

Hauling activities associated with the excavation of the 330 S. Sepulveda Boulevard site would occur between 9:00 AM and 4:00 PM and would not overlap with the weekday AM and PM peak hours. Although no hauling associated with excavation of the 330 S. Sepulveda Boulevard Expansion building site would occur prior to 9:00 AM, the traffic analysis assumes some construction traffic during the weekday AM peak hour in order to provide a reasonable analysis. In addition, although the work day will end at 6:00 PM, workers are expected to depart the site generally by 4:30 PM, except when overtime is necessary to maintain the schedule.

It is unlikely that the lane closure on SR 1 for the queuing of trucks would increase the diversion of vehicles onto residential streets. This lane of traffic is currently utilized for parking during the period of time that trucks would be cueing, as discussed above. The queuing of trucks would not be reducing existing traffic capacity on SR 1 and therefore not induce the need for vehicles to find alternative routes.

Intersection Operations. As shown in Table 4.12-14, based on the forecast construction traffic generation, a significant impact has been identified at three intersections. These intersections are:

- *Intersection No. 14 - SR 1 / 30th Street (AM/PM peak hours)*
- *Intersection No. 15 - SR 1 / Keats Street (PM peak hours)*
- *Intersection No. 16 - SR 1 / Tennyson Street (AM peak hour)*

Under City of Hermosa Beach unsignalized intersection adopted significance thresholds (Table 4.12-11), Intersection No. 14 - SR 1/30th Street (AM peak hour) and Intersection No. 15 - SR 1 /Keats Street (PM peak hour) would have significant impacts from construction of the combined project because the LOS changes from C to D. Additionally under the City of Manhattan Beach significance thresholds, Intersection No. 14 - SR 1/30th Street (PM peak hour) and Intersection No. 16 - SR 1/Tennyson Street (AM peak hour) would have significant impacts from construction of the combined project because the LOS is greater than F. These findings are conservative, in that the impacts were analyzed assuming that the most intensive period of building construction for all three sites would overlap over a 24-month period. The City's adopted significance thresholds (see *Methodology and Significance Thresholds*) are intended for application with typical, recurring, conditions and not short-term, temporary conditions as occurs during construction activities. Regardless, project construction would cause a temporary increase in vehicle trips over a 24-month period, resulting in an unacceptable reduction in level of service; therefore, impacts would be significant.

Table 4.12-14
Construction Impacts on Level of Service – Intersections

No.	Intersection	Peak Hour	Future (2020)		Future + Construction		Change in Delay or V/C	Sig. Impact? (Hermosa/ Manhattan)[4]
			Delay or V/C	LOS[2]	Delay or V/C	LOS[2]		
1	Valley Dr./Gould Ave.[1]	AM	25.3	D	25.3	D	0.0	No/N/A
		PM	45.7	E	45.7	E	0.0	No/N/A
2	Ardmore Ave./ Duncan Ave.[1]	AM	12.6	B	12.6	B	0.0	No/No
		PM	10.6	B	10.6	B	0.0	No/No
3	Ardmore Ave./30th St.[1]	AM	11.3	B	11.3	B	0.0	No/N/A
		PM	10.6	B	10.6	B	0.0	No/N/A
4	Ardmore Ave./Gould Ave.[1]	AM	47.2	E	47.2	E	0.0	No/N/A
		PM	45.7	E	45.7	E	0.0	No/N/A
5	Dianthus St/Duncan Ave.[1]	AM	7.3	A	7.3	A	0.0	No/No
		PM	7.6	A	7.6	A	0.0	No/No
6	Dianthus St–Tennyson Pl/ Boundary Pl[1]	AM	7.0	A	7.0	A	0.0	No/No
		PM	7.1	A	7.1	A	0.0	No/No
7	Tennyson Pl/ Longfellow Ave.[1]	AM	7.2	A	7.2	A	0.0	No/N/A
		PM	7.3	A	7.3	A	0.0	No/N/A
8	Tennyson Pl/ 30th Street[1]	AM	7.1	A	7.1	A	0.0	No/N/A
		PM	7.1	A	7.1	A	0.0	No/N/A
9	SR 1 / Manhattan Beach Blvd.	AM	1.119	F	1.120	F	0.001	No/No
		PM	1.161	F	1.178	F	0.017	No/No
10	SR 1 / 8th St	AM	0.895	D	0.896	D	0.001	No/No
		PM	0.814	D	0.818	D	0.004	No/No
11	SR 1 / 2nd St.	AM	0.942	E	0.943	E	0.001	No/No
		PM	0.786	C	0.791	C	0.005	No/No
12	SR 1 / Duncan Ave. – Duncan Dr[1]	AM	>50.0	F	>50.0	F	0.0	No/No
		PM	>50.0	F	>50.0	F	0.0	No/No
13	SR 1 / Longfellow Ave. – Longfellow Dr.	AM	0.875	D	0.889	D	0.014	No/No
		PM	0.743	C	0.754	C	0.011	No/No
14	SR 1 / 30th St.[1]	AM	23.4	C	25.2	D	1.8	**Yes**/No
		PM	>50.0	F	>50.0	F	-[3]	No/**Yes**
15	SR 1 / Keats St.[1]	AM	>50.0	F	>50.0	F	0.0	No/No
		PM	24.7	C	25.3	D	0.6	**Yes**/No
16	SR 1 / Tennyson St. [1]	AM	>50.0	F	>50.0	F	-[3]	No/**Yes**
		PM	>50.0	F	>50.0	F	0.0	No/No
17	SR 1 / Gould Ave. – Artesia Blvd.	AM	1.098	F	1.109	F	0.011	No/No
		PM	0.887	D	0.885	D	-0.002	No/No
18	SR 1 / 21st St.	AM	0.880	D	0.881	D	0.001	No/N/A
		PM	0.755	C	0.753	C	-0.002	No/N/A
19	SR 1 / 16th St.	AM	0.730	C	0.731	C	0.001	No/N/A
		PM	0.751	C	0.750	C	-0.001	No/N/A
20	SR 1 / Pier Ave. – 14th St.	AM	0.713	C	0.714	C	0.001	No/N/A
		PM	0.802	D	0.801	D	-0.001	No/N/A
21	SR 1 / Aviation Blvd. – 10th St.	AM	0.984	E	0.986	E	0.002	No/N/A
		PM	0.904	E	0.904	E	0.0	No/N/A
22	Prospect Ave./Artesia Blvd.	AM	0.773	C	0.778	C	0.005	No/No
		PM	0.868	D	0.867	D	-0.001	No/No
23	Prospect Ave./Aviation Blvd.	AM	0.726	C	0.726	C	0.0	No/N/A
		PM	0.801	D	0.801	D	0.0	No/N/A

24	Meadows Ave./Artesia Blvd.	AM	0.759	C	0.764	C	0.005	No/No
		PM	0.719	C	0.718	C	-0.001	No/No
25	Peck Ave. - Ford Ave./Artesia Blvd.	AM	0.903	E	0.908	E	0.005	No/No
		PM	0.726	C	0.725	C	-0.001	No/No

Source: Traffic Impact Study Skechers Design Center Project, August 2016, Linscott, Law, and Greenspan, Engineers, see Appendix F.
[1] Unsignalized intersection. Reported control delay value (in seconds per vehicle) represents the delay associated with the most constrained approach of the intersection.
[2] Level of Service (LOS) is based on the reported ICU value for signalized intersections and on the delay for unsignalized intersections.
[3] Oversaturated conditions.
[4] See Section 4.12.2(b) above for descriptions of the City of Hermosa Beach and City of Manhattan Beach significance thresholds.

Street Segment Operations. As shown in Table 4.12-15, based on the forecast construction traffic generation, street segment impacts due to construction activities are forecast to be less than significant, based on the still very good levels of service (i.e., LOS A) at all 19 street segment locations.

Haul Route Approval. Approvals required by the City of Hermosa Beach, Manhattan Beach, and Caltrans for implementation of the combined project and the Hermosa Beach component includes a Truck Haul Route program approved by the cities and an encroachment permit obtained from Caltrans. With regard to other construction traffic-related issues, construction equipment would be stored within the perimeter fence of the construction site. Even with the required haul route approval and other construction management practices, construction activity would be temporarily significant. Impacts would be reduced with implementation of the following features proposed by Skechers:

- *Maintain existing access for the existing site and parking facilities at 330 Sepulveda*
- *Limit any potential roadway lane closures to off-peak travel periods*
- *Schedule receipt of construction materials to non-peak travel periods, to the extent possible*
- *Coordinate deliveries to reduce the potential of trucks waiting to unload for protracted periods of times (the Redondo Beach Performing Arts Center has been identified as a potential queuing station for trucks to reduce the queuing of trucks at the construction sites).*
- *Prohibit parking by construction workers on adjacent streets and directing the construction workers to available parking within the site.*

Table 4.12-15
Construction Impacts on Level of Service – Roadway Segments

No.	Street Segment	Time Period	Future (2020)			Future + Construction			% Increase	Sig. Impact[2]?
			Peak Hour Volume[1]	V/C	LOS	Peak Hour Volume[1]	V/C	LOS		
1	Duncan Ave. east of Ardmore Ave.	AM	112	0.090	A	114	0.091	A	1.8	No
		PM	105	0.079	A	105	0.079	A	0.0	No
2	Longfellow Ave. east of Ardmore Ave.	AM	110	0.079	A	112	0.080	A	1.8	No
		PM	111	0.079	A	115	0.082	A	3.6	No
3	30th Street east of Ardmore Ave.	AM	83	0.059	A	83	0.059	A	0.0	No
		PM	76	0.054	A	76	0.054	A	0.0	No
4	Dianthus St. north of Duncan Ave.	AM	97	0.084	A	97	0.084	A	0.0	No
		PM	120	0.091	A	120	0.091	A	0.0	No

5	Dianthus St. Btw Duncan Ave. & Boundary Pl.	AM	105	0.091	A	105	0.091	A	0.0	No
		PM	107	0.086	A	107	0.086	A	0.0	No
6	Tennyson Pl. btw Longfellow Ave. and 30th St.	AM	91	0.073	A	91	0.073	A	0.0	No
		PM	107	0.081	A	107	0.081	A	0.0	No
7	Duncan Ave. west of SR 1	AM	100	0.071	A	106	0.076	A	6.0	No
		PM	158	0.126	A	158	0.126	A	0.0	No
8	Boundary Pl west of SR 1	AM	37	0.030	A	37	0.030	A	0.0	No
		PM	31	0.023	A	31	0.023	A	0.0	No
9	Longfellow Ave. west of SR 1	AM	144	0.139	A	146	0.139	A	1.4	No
		PM	176	0.171	A	18	0.171	A	2.3	No
10	30th St. west of SR 1	AM	130	0.098	A	130	0.098	A	0.0	No
		PM	81	0.065	A	81	0.065	A	0.0	No
11	Duncan Dr. east of SR 1.	AM	62	0.047	A	68	0.051	A	9.7	No
		PM	85	0.064	A	85	0.064	A	0.0	No
12	Longfellow Dr. east of SR 1	AM	158	0.119	A	181	0.137	A	14.6	No
		PM	148	0.118	A	150	0.120	A	1.4	No
13	Keats St. east of SR 1	AM	118	0.084	A	118	0.084	A	0.0	No
		PM	116	0.093	A	116	0.093	A	0.0	No
14	Kuhn Dr. between Ronda Dr. and Duncan Dr.	AM	39	0.029	A	39	0.029	A	0.0	No
		PM	49	0.037	A	49	0.037	A	0.0	No
15	Kuhn Dr. between Duncan Dr. and Longfellow Dr.	AM	70	0.053	A	76	0.057	A	8.6	No
		PM	69	0.055	A	69	0.055	A	0.0	No
16	Kuhn Dr between Longfellow Dr. and Keats St.	AM	127	0.096	A	127	0.096	A	0.0	No
		PM	98	0.074	A	98	0.074	A	0.0	No
17	Keats St. between Kuhn Dr. and Chabela Dr.	AM	3306	0.231	A	306	0.231	A	0.0	No
		PM	254	0.203	A	254	0.20.	A	0.0	No
18	Prospect Ave. north of Artesia Blvd.	AM	236	0.189	A	236	0.189	A	0.0	No
		PM	289	0.218	A	289	0.218	A	0.0	No
19	Meadows Ave. north of Artesia Blvd.	AM	607	0.458	A	607	0.458	A	0.0	No
		PM	584	0.441	A	584	0.441	A	0.0	No

Source: Traffic Impact Study Skechers Design Center Project, August 2016, Linscott, Law, and Greenspan, Engineers, see Appendix F.
[1] Derived by applying an ambient growth factor of 1.00% per year to existing traffic volumes to reflect year 2020 conditions
[2] Section 4.12.2(b) above for descriptions of the City of Hermosa Beach and City of Manhattan Beach significance thresholds.

Even with implementation of the above design features, the project would cause a temporary increase in vehicle trips that results in an unacceptable reduction in level of service at Intersection No. 14 - SR 1/30th Street, Intersection No. 15- SR 1/Keats Street, and Intersection No. 16 - SR 1/Tennyson Street; therefore, impacts would be potentially significant.

Overall Impact. The analysis above considers combined effects associated with construction of all three project components. The overall project would temporarily increase traffic in the area for both demolition and construction above significance thresholds for both cities. Thus, impacts, although temporary, would be significant.

Mitigation Measures. Outside of staggering construction to reduce peak traffic impacts, no mitigation measures are available to reduce the temporary construction impacts at the SR 1/30th Street, SR 1/Keats Street, and SR 1/Tennyson Street intersections along SR 1 to a less than significant level. Staggering construction would incrementally reduce, but not avoid, the significant temporary traffic impacts and would extend the overall construction timeframe. For this reason, such a measure is not considered desirable. It should be noted, however, that Section 4.2, *Air Quality*, includes a mitigation measure (MM 4.2-1) that would incrementally reduce peak traffic levels by avoiding overlap of grading of the Hermosa Beach component and demolition or grading activities associated with either Manhattan Beach component.

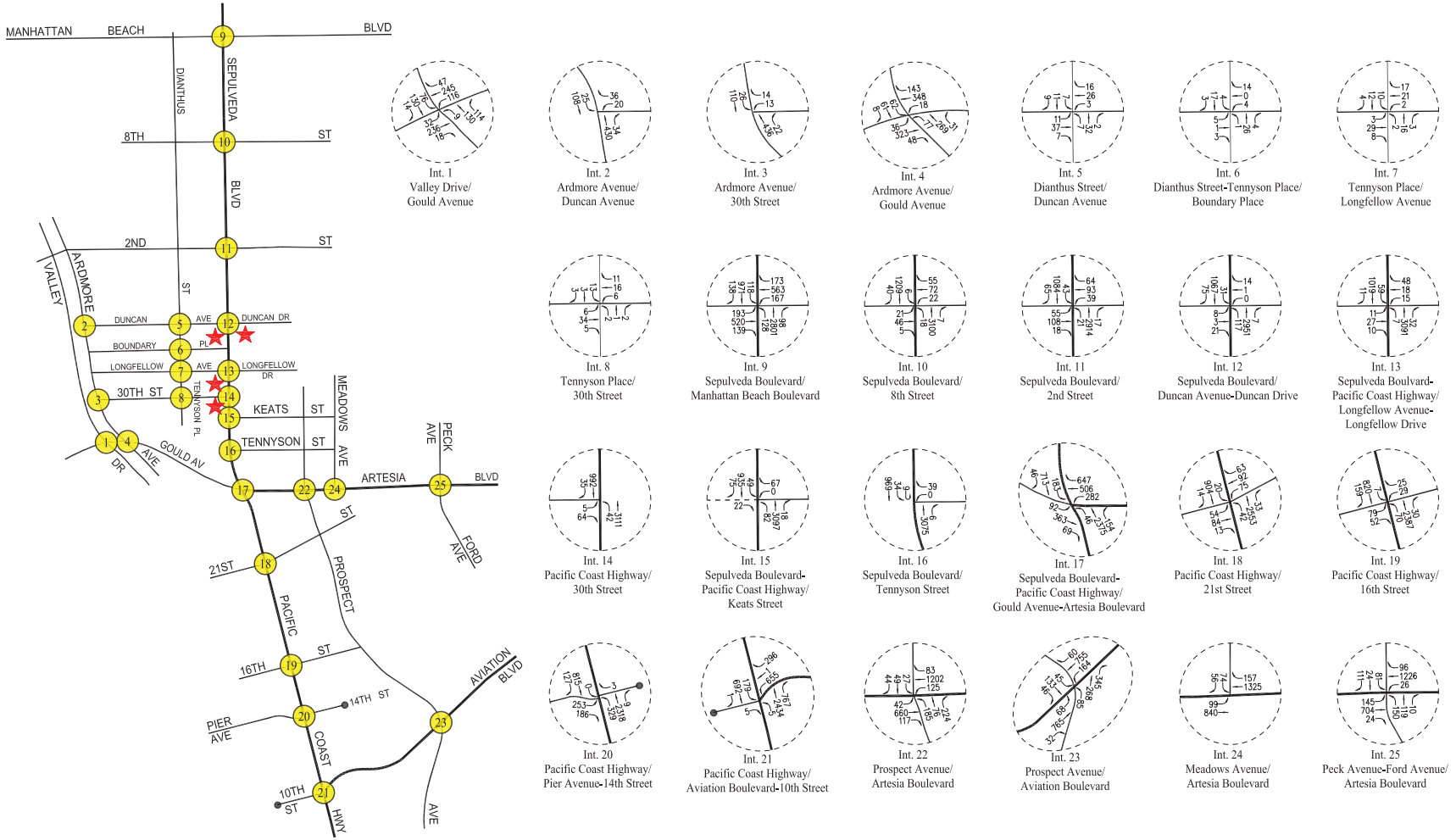
Significance After Mitigation. As noted above, mitigation that would reduce temporary construction traffic impacts to below a level of significance is not available. Therefore, temporary construction impacts at the SR 1/30th Street, SR 1/Keats Street, and SR 1/Tennyson Street intersections along SR 1 would be significant and unavoidable.

IMPACT 4.12-2 ***Would long-term operation of the proposed project conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system?***

The combined proposed project would generate an estimated 1,312 new weekday average daily trips, including 279 AM peak hour trips and 254 PM peak hour trips. This would incrementally increase traffic levels at study intersections and cause significant impacts at a total of six intersections based on City of Hermosa Beach and/or City of Manhattan Beach thresholds as well as six intersections based on Caltrans thresholds. Proposed mitigation measures would reduce impacts to the degree feasible, but implementation of proposed improvements and TDM effectiveness cannot be assured since they would require approvals from multiple agencies and rely on changes in Skechers' employee commute habits; therefore, impacts to intersections along SR 1 would be ***significant and unavoidable.*** *The project would also generate traffic on residential streets adjacent to the three development sites, but the increase in traffic would not result in significant impacts to levels of service on any street segments; therefore, impacts to residential streets would be* ***less than significant****.*

The three project components combined would generate an estimated 1,312 new weekday daily trips, including 279 AM peak hour trips and 254 PM peak hour trips (see Table 4.12-8). The existing (2016) and future (2020) traffic conditions with the addition of project-related traffic are shown in Table 4.12-16. Figures 4.12-5 through 4.12-8 show AM and PM peak hour volumes under the existing plus project (all components) and future plus project (all components) scenarios.

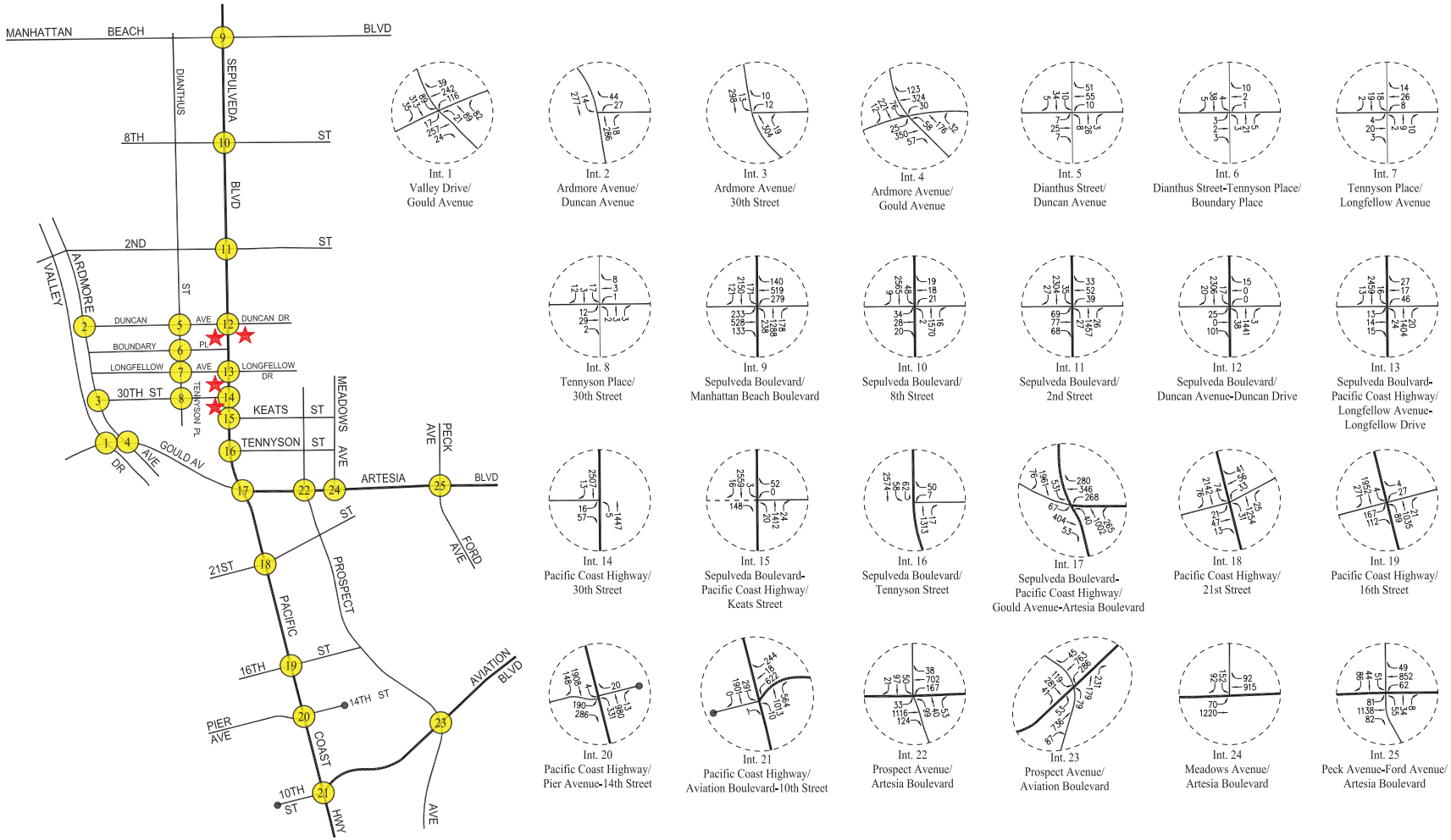
Intersection Operations (based on Hermosa Beach and Manhattan Beach criteria). Traffic projections for the project study intersections for future year (2020) with and without the



Source: Linscott, Law & Greenspan, engineers

Existing with Combined Project AM Peak Hour Traffic Volumes

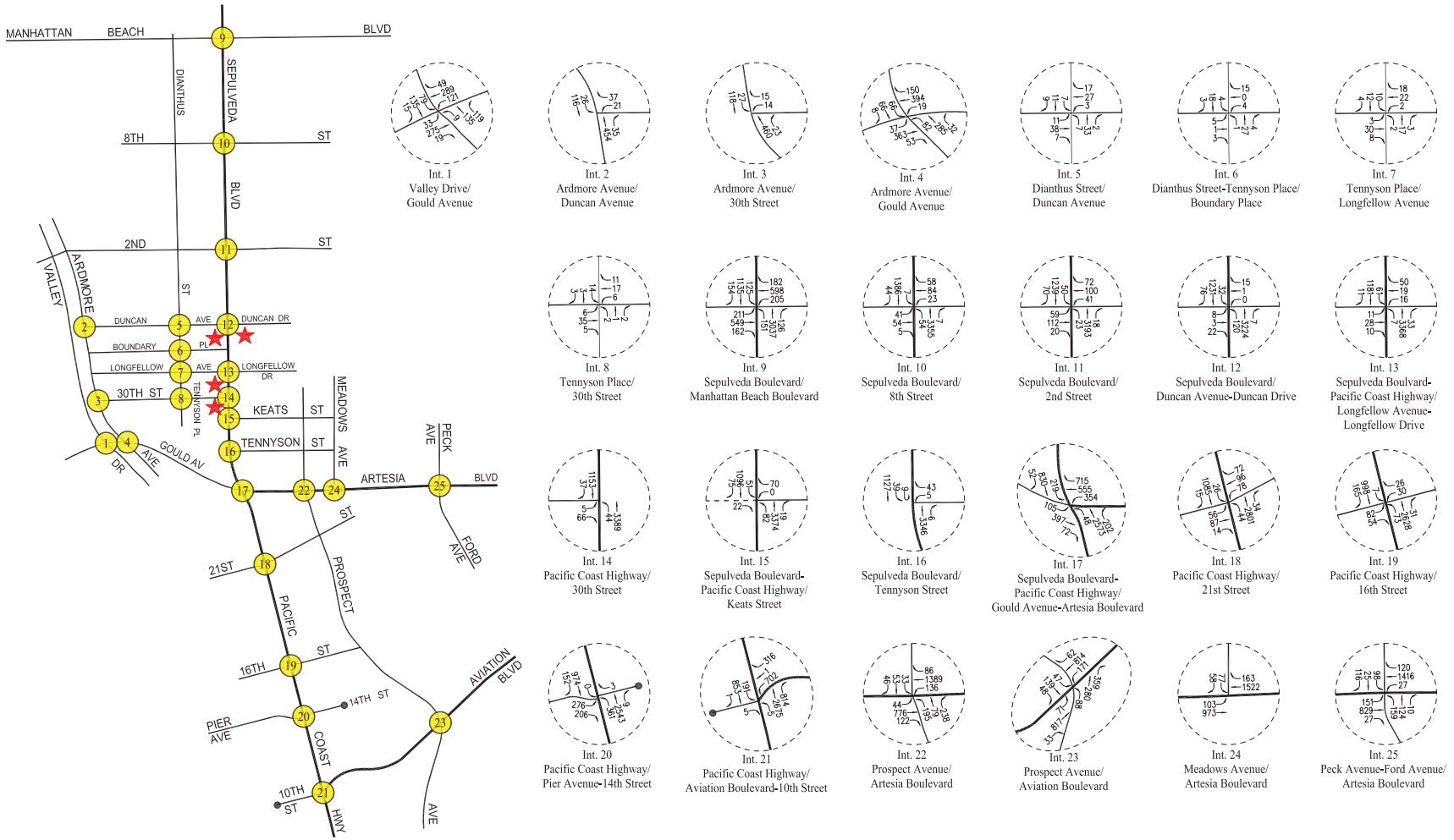
Figure 4.12-5



Source: Linscott, Law & Greenspan, engineers

Existing with Combined Project PM Peak Hour Traffic Volumes

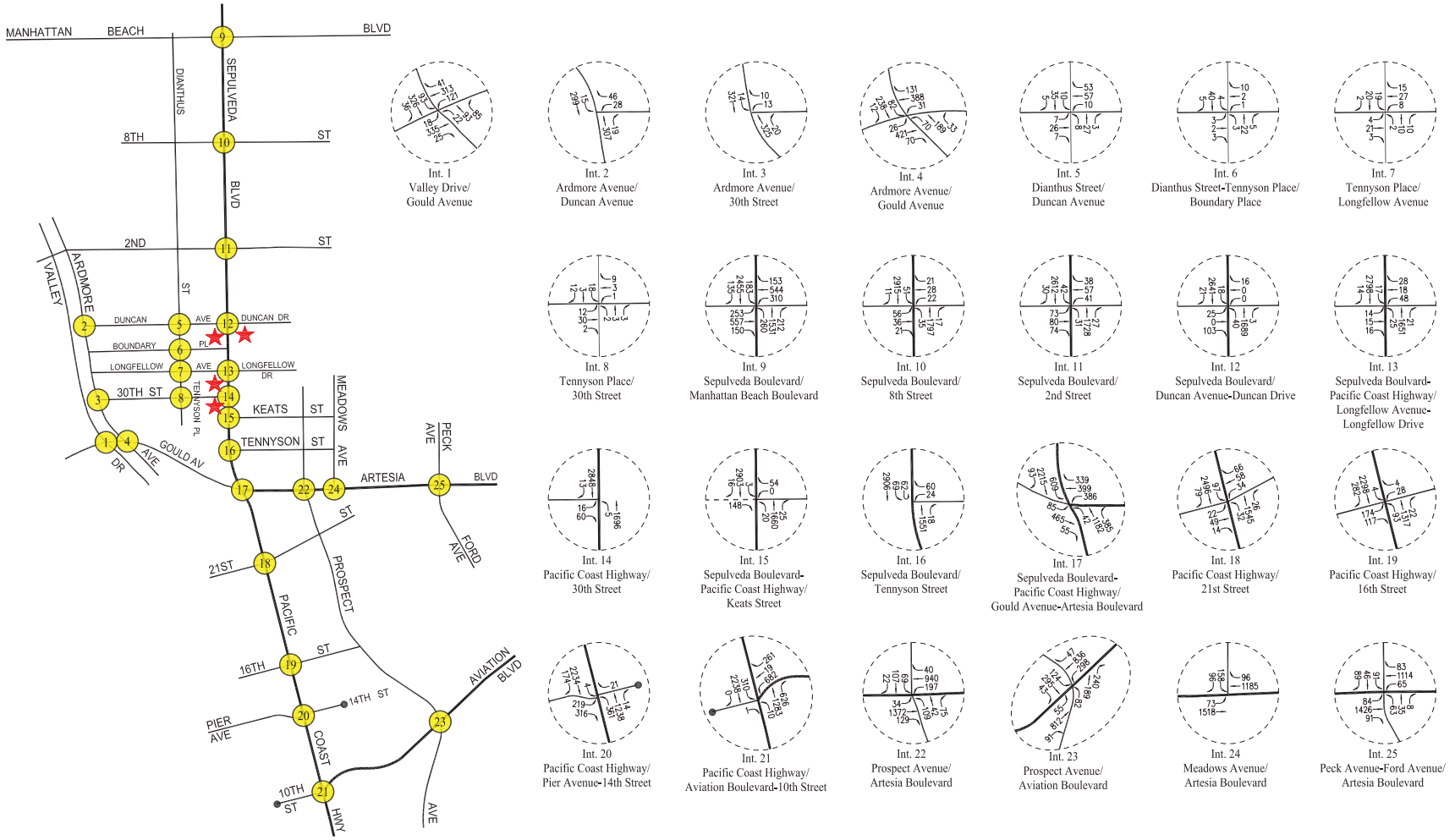
Figure 4.12-6



Source: Linscott, Law & Greenspan, engineers

Future with Combined Project AM Peak Hour Traffic Volumes

Figure 4.12-7



Source: Linscott, Law & Greenspan, engineers

Future with Combined Project PM Peak Hour Traffic Volumes

Figure 4.12-8

proposed project are shown in Table 4.12-16. Existing (2016) traffic data is also provided for comparison purposes. As shown in Table 4.12-16, 11 of the 25 study intersections are projected to operate at a poor LOS E or F based on City of Hermosa Beach or City of Manhattan Beach criteria during one or more peak periods with the addition of the combined project traffic under the Existing (2016) and/or Future (2020) scenarios:

- *Intersection No. 1 - Valley Dr./Gould Ave. (PM peak hours, Future (2020) scenario)*
- *Intersection No. 4 - Ardmore Ave./Gould Ave. (AM and PM peak hours Existing (2016) and Future (2020) scenarios)*
- *Intersection No. 9 - SR 1 / Manhattan Beach Blvd. (AM and PM peak hours Existing (2016) and Future (2020) scenarios)*
- *Intersection No. 11 - SR 1 / 2nd Street (AM hours Future (2020) scenario)*
- *Intersection No. 12 - SR 1 / Duncan Ave. – Duncan Dr (AM and PM peak hours Existing (2016) and Future (2020) scenarios)*
- *Intersection No. 14 - SR 1 / 30th St. (PM peak hour Existing (2016) scenario and AM and PM peak hours Future (2020) scenario)*
- *Intersection No. 15 - SR 1 / Keats St. (AM and PM peak hours Existing (2016) and Future (2020) scenarios)*
- *Intersection No. 16 - SR 1 / Tennyson St. (AM peak hour Existing (2016) scenario and AM and PM peak hours Future (2020) scenarios)*
- *Intersection No. 17 - SR 1 / Gould Ave. – Artesia Blvd. (AM peak hour Existing (2016) scenario and AM and PM peak hours Future (2020) scenarios)*
- *Intersection No. 21 - SR 1 / 10th St. – Aviation Blvd. (AM and PM peak hours Future (2020) scenario*
- *Intersection No. 25 - Peck Ave. – Ford Ave. / Artesia Blvd. (AM peak hour Future (2020) scenario)*

The increase in traffic associated with the combined project (all three components) would exceed City of Hermosa Beach and/or City of Manhattan Beach significance thresholds at five of 11 study intersections projected to operate at LOS E or F. Additionally, while the SR 1/Longfellow Avenue – Longfellow Drive intersection would continue to operate at LOS D, it would have a 0.022 change of volume to capacity, which exceeds the City of Hermosa Beach's threshold of 0.02 for LOS D intersections. Impacts at these six intersections would be significant. Project impacts at intersections 1, 4, 9, 11, 21 and 25 would not exceed applicable significance thresholds.

The individual project components were also analyzed under the City of Hermosa Beach and City of Manhattan Beach intersection criteria.

Hermosa Beach Criteria.

Hermosa Beach Component Only. Application of the City of Hermosa Beach's threshold criteria to the existing traffic with Hermosa Beach component only scenario indicates that the Hermosa Beach component only would result in a significant impact at one study intersection. Incremental, but not significant impacts associated with the Hermosa Beach project only would occur at the remaining study intersections. The intersection that would have a potentially significant impact is:

Table 4.12-16
Existing (2016) and Future (2020) Project Impacts – Intersections
(based on Hermosa Beach and Manhattan Beach criteria)

No.	Intersection	Peak Hour	Existing (2016)		Existing + Project		Change in Delay or V/C	Sig. Impact? (Hermosa/ Manhattan)[4]	Future (2020)		Future + Project		Change in Delay or V/C	Sig. Impact? (Hermosa/ Manhattan)[4]
			Delay or V/C	LOS[2]	Delay or V/C	LOS			Delay or V/C	LOS[2]	Delay or V/C	LOS		
1	Valley Drive/Gould Ave.[1]	AM	18.4	C	18.7	C	0.3	No/N/A	25.3	D	26.1	D	0.8	No/N/A
		PM	26.1	D	27.3	D	1.2	No/N/A	45.7	E	46.8	E	1.1	No/N/A
2	Ardmore Ave./Duncan Ave.[1]	AM	11.6	B	11.7	B	0.1	No/No	12.6	B	12.6	B	0.0	No/No
		PM	10.1	B	10.1	B	0.0	No/No	10.6	B	10.6	B	0.0	No/No
3	Ardmore Ave./30th St.[1]	AM	10.8	B	10.9	B	0.1	No/N/A	11.3	B	11.5	B	0.2	No/N/A
		PM	10.1	B	10.2	B	0.1	No/N/A	10.6	B	10.6	B	0.0	No/N/A
4	Ardmore Ave./Gould Ave.[1]	AM	39.5	E	42.3	E	2.8	No/N/A	47.2	E	48.2	E	1.0	No/N/A
		PM	39.6	E	39.7	E	0.1	No/N/A	45.7	E	45.8	E	0.1	No/N/A
5	Dianthus St./Duncan Ave.[1]	AM	7.3	A	7.3	A	0.0	No/No	7.3	A	7.6	A	0.0	No/No
		PM	7.6	A	7.6	A	0.0	No/No	7.6	A	7.6	A	0.0	No/No
6	Dianthus St.-Tennyson Pl./ Boundary Pl.[1]	AM	7.0	A	7.0	A	0.0	No/No	7.0	A	7.0	A	0.0	No/No
		PM	7.1	A	7.1	A	0.0	No/No	7.1	A	7.1	A	0.0	No/No
7	Tennyson Pl./ Longfellow Ave.[1]	AM	7.2	A	7.2	A	0.0	No/N/A	7.2	A	7.2	A	0.0	No/N/A
		PM	7.3	A	7.3	A	0.0	No/N/A	7.3	A	7.3	A	0.0	No/N/A
8	Tennyson Pl./30th St.[1]	AM	7.1	A	7.1	A	0.0	No/N/A	7.1	A	7.1	A	0.0	No/N/A
		PM	7.1	A	7.1	A	0.0	No/N/A	7.1	A	7.1	A	0.0	No/N/A
9	SR 1 / Manhattan Beach Blvd.	AM	1.040	F	1.041	F	0.001	No/No	1.119	F	1.121	F	0.002	No/No
		PM	1.053	F	1.061	F	0.008	No/No	1.161	F	1.170	F	0.009	No/No
10	SR 1 /8th St.	AM	0.821	D	0.823	D	0.002	No/No	0.895	D	0.897	D	0.002	No/No
		PM	0.700	B	0.702	C	0.002	No/No	0.814	D	0.816	D	0.002	No/No
11	SR 1 /2nd St.	AM	0.868	D	0.870	D	0.002	No/No	0.942	E	0.945	E	0.003	No/No
		PM	0.712	C	0.718	C	0.006	No/No	0.786	C	0.792	C	0.006	No/No
12	SR 1 /Duncan Ave.-Duncan Dr.[1]	AM	>50.0	F	>50.0	F	0.0	No/No	>50.0	F	>50.0	F	-[3]	No/**Yes**
		PM	>50.0	F	>50.0	F	-[3]	No/**Yes**	>50.0	F	>50.0	F	-[3]	No/**Yes**
13	SR 1 /Longfellow Ave. – Longfellow Dr.	AM	0.814	D	0.836	D	0.022	**Yes**/No	0.875	D	0.897	D	0.022	**Yes**/No
		PM	0.668	B	0.685	B	0.017	No/No	0.743	C	0.760	C	0.017	No/No
14	SR 1 /30th St.[1]	AM	19.1	C	23.5	C	4.4	No/No	23.4	C	31.4	D	8.0	**Yes**/No
		PM	>50.0	F	>50.0	F	-[3]	No/**Yes**	>50.0	F	>50.0	F	-[3]	No/**Yes**
15	SR 1 /Keats St.[1]	AM	>50.0	F	>50.0	F	-[3]	No/**Yes**	>50.0	F	>50.0	F	-[3]	No/**Yes**
		PM	19.7	C	>50.0	F	-[3]	**Yes/Yes**	24.7	C	>50.0	F	-[3]	**Yes/Yes**
16	SR 1 / Tennyson St.[1]	AM	>50.0	F	>50.0	F	-[3]	No/**Yes**	>50.0	F	>50.0	F	-[3]	No/**Yes**
		PM	34.3	D	34.3	D	0.0	No/No	>50.0	F	>50.0	F	0.0	No/No
17	SR 1 / Gould Ave. –	AM	1.006	F	1.057	F	0.051	**Yes/Yes**	1.098	F	1.149	F	0.051	**Yes/Yes**

Table 4.12-16
Existing (2016) and Future (2020) Project Impacts – Intersections
(based on Hermosa Beach and Manhattan Beach criteria)

No.	Intersection	Peak Hour	Existing (2016)		Existing + Project		Change in Delay or V/C	Sig. Impact? (Hermosa/ Manhattan)[4]	Future (2020)		Future + Project		Change in Delay or V/C	Sig. Impact? (Hermosa/ Manhattan)[4]
			Delay or V/C	LOS[2]	Delay or V/C	LOS			Delay or V/C	LOS[2]	Delay or V/C	LOS		
	Artesia Blvd.	PM	0.769	C	0.785	C	0.016	No/No	0.887	D	0.904	E	0.017	**Yes**/No
18	SR 1 /21st St.	AM	0.83	D	0.829	D	0.016	No/N/A	0.880	D	0.896	D	0.016	No/N/A
		PM	0.662	B	0.676	B	0.014	No/N/A	0.755	C	0.769	C	0.014	No/N/A
19	SR 1 /16th St.	AM	0.676	B	0.692	B	0.016	No/N/A	0.730	C	0.746	C	0.016	No/N/A
		PM	0.672	B	0.686	B	0.014	No/N/A	0.751	C	0.766	C	0.014	No/N/A
20	SR 1 / Pier Ave. – 14th Street	AM	0.658	B	0.675	B	0.017	No/N/A	0.713	C	0.729	C	0.016	No/N/A
		PM	0.707	C	0.722	C	0.015	No/N/A	0.802	D	0.816	D	0.014	No/N/A
21	SR 1 / Aviation Blvd. – 10th St.	AM	0.912	E	0.927	E	0.015	No/N/A	0.984	E	0.999	E	0.015	No/N/A
		PM	0.834	D	0.834	D	0.0	No/N/A	0.904	E	0.904	E	0.0	No/N/A
22	Prospect Ave./Artesia Blvd.	AM	0.699	B	0.718	C	0.019	No/No	0.773	C	0.793	C	0.020	No/No
		PM	0.743	C	0.759	C	0.016	No/No	0.868	D	0.884	D	0.016	No/No
23	Prospect Ave./Aviation Blvd.	AM	0.695	B	0.695	B	0.0	No/N/A	0.726	C	0.726	C	0.0	No/N/A
		PM	0.758	C	0.761	C	0.003	No/N/A	0.801	D	0.804	D	0.003	No/N/A
24	Meadows Ave./Artesia Blvd.	AM	0.690	B	0.706	C	0.016	No/No	0.759	C	0.775	C	0.016	No/No
		PM	0.620	B	0.634	B	0.014	No/No	0.719	C	0.733	C	0.014	No/No
25	Peck Ave. - Ford Ave./Artesia Blvd.	AM	0.813	D	0.829	D	0.016	No/No	0.903	E	0.919	E	0.016	No/No
		PM	0.600	A	0.614	B	0.014	No/No	0.726	C	0.740	C	0.014	No/No

Source: Traffic Impact Study Skechers Design Center Project, August 2016, Linscott, Law, and Greenspan, Engineers, see Appendix F.
[1] Unsignalized intersection. Reported control delay value (in seconds per vehicle) represents the delay associated with the most constrained approach of the intersection.
[2] Level of Service (LOS) is based on the reported ICU value for signalized intersections and on the delay for unsignalized intersections.
[3] Oversaturated conditions.
[4] See Section 4.12.2(b) above for descriptions of the City of Hermosa Beach and City of Manhattan Beach significance thresholds.

- *Intersection No. 15 - SR 1 / Keats St. (PM peak hour)*

Under Future (2020) traffic conditions with the Hermosa Beach only scenario, two intersections would have potentially significant impacts:

- *Intersection No. 14 - SR 1 / 30th St. (AM peak hour)*
- *Intersection No. 15 - SR 1 / Keats St. (PM peak hour)*

Manhattan Beach Components Only. Application of the City of Hermosa Beach's threshold criteria to the existing and future traffic with the Manhattan Beach components only indicate that Manhattan Beach components would not result in a significant impact at any study intersections. The same is true for the individual components at 305 S. Sepulveda Boulevard and 330 S. Sepulveda Boulevard under the City of Hermosa Beach intersection criteria.

Manhattan Beach Criteria.

Hermosa Beach Component Only. Application of the City of Manhattan Beach's threshold criteria to the Existing with Hermosa Beach component only scenario indicates that the Hermosa Beach component only would result in a significant impact at five study intersections. Incremental, but less than significant impacts would occur at the remaining study intersections. The intersections that would have significant impacts are:

- *Intersection No. 12 - SR 1 / Duncan Ave. – Duncan Dr. (PM peak hour)*
- *Intersection No. 14 - SR 1 / 30th St. (PM peak hour)*
- *Intersection No. 15 - SR 1 / Keats St. (AM and PM peak hours)*
- *Intersection No. 16 - SR 1 / Tennyson St. (AM peak hour)*
- *Intersection No. 17 - SR 1 / Gould Ave. – Artesia Blvd. (AM peak hour)*

Under Future (2020) traffic conditions with the Hermosa Beach component only, four intersections would have potentially significant impacts:

- *Intersection No. 14 - SR 1 / 30th St. (PM peak hour)*
- *Intersection No. 15 - SR 1 / Keats St. (PM peak hour)*
- *Intersection No. 16 - SR 1 / Tennyson St. (AM peak hour)*
- *Intersection No. 17 - SR 1 / Gould Ave. – Artesia Blvd. (AM peak hour)*

Manhattan Beach Components (305 and 330 S. Sepulveda) Only. Application of the City of Manhattan Beach's threshold criteria to the existing with Manhattan Beach components only scenario indicates that the two Manhattan Beach components only would result in a significant impact at three study intersections. Incremental, but less than significant impacts would occur at the remaining study intersections. The intersections that would have potentially significant impacts are:

- *Intersection No. 12 - SR 1 / Duncan Ave. – Duncan Dr. (PM peak hour)*
- *Intersection No. 15 - SR 1 / Keats St. (AM peak hour)*
- *Intersection No. 16 - SR 1 / Tennyson St. (AM peak hour)*

Under Future (2020) traffic conditions with the Manhattan Beach components only, the same three intersections would have potentially significant impacts.

305 S. Sepulveda Boulevard Only. Application of the City of Manhattan Beach's threshold criteria to the 305 S. Sepulveda component only indicates that the 305 S. Sepulveda component only would result in a significant impact at one study intersection. Incremental, but less than significant impacts would occur at the remaining study intersections. The intersection that would have a potentially significant impact is:

- *Intersection No. 16 - SR 1 / Tennyson Street (AM peak hour)*

Under Future (2020) traffic conditions with the 305 S. Sepulveda component only, two intersections would have potentially significant impacts:

- *Intersection No. 12 - SR 1 / Duncan Avenue – Duncan Drive (PM peak hour)*
- *Intersection No. 16 - SR 1 / Tennyson Street (AM and PM peak hours)*

330 S. Sepulveda Boulevard Only. Application of the City of Manhattan Beach's threshold criteria to the 330 S. Sepulveda Boulevard component only indicates that the 330 S. Sepulveda Boulevard component only would result in significant impacts at three of the study intersections. Incremental, but less than significant impacts associated would occur at the remaining study intersections. The intersections that would have potentially significant impacts are:

- *Intersection No. 16 - SR 1 / Tennyson Street (AM peak hour)*

Under Future traffic conditions with the 330 S. Sepulveda Boulevard component only, two intersections would have potentially significant impacts:

- *Intersection No. 14 - SR 1 / 30th Street (PM peak hour)*
- *Intersection No. 16 - SR 1 / Tennyson Street (AM peak hour)*

Caltrans Criteria. In addition to the intersection analyses based on City of Hermosa Beach and the City of Manhattan Beach methodologies and thresholds, project impacts were analyzed based on the latest edition of the Highway Capacity Manual operational analysis methodologies pursuant to Caltrans' Guide for the Preparation of Traffic Impact Studies. Based on recent coordination with Caltrans, analyses of Caltrans facilities should be conducted when and if a proposed project is expected to add 50 or more peak hour trips in either direction on a freeway mainline segment. The proposed project at buildout is not expected to generate 50 or more vehicle trips during either the AM or PM commuter peak hours, at any freeway mainline location. Thus, any freeway mainline location would not exceed the threshold for preparation of a Caltrans freeway mainline analysis. However, the proposed project is expected to contribute trip generation along the SR 1 corridor, which operates under joint jurisdiction with Caltrans and the Cities of Hermosa Beach and Manhattan Beach. Therefore, the SR 1 corridor has been analyzed based on Caltrans methodology during the AM and PM commuter peak hours. The following Caltrans study intersections were identified for analysis based on their proximity to the project site:

- *Intersection No. 9 - SR 1 / Manhattan Beach Blvd.*
- *Intersection No. 10 - SR 1 / 8th St.*
- *Intersection No. 11 - SR 1 / 2nd St.*
- *Intersection No. 12 - SR 1 / Duncan Ave. – Duncan Dr.*
- *Intersection No. 13 - SR 1 / Longfellow Ave. – Longfellow Dr.*

- *Intersection No. 14 - SR 1 / 30th St.*
- *Intersection No. 15 - SR 1 / Keats St.*
- *Intersection No. 16 - SR 1 / Tennyson St.*
- *Intersection No. 17 - SR 1 / Gould Ave. – Artesia Blvd.*
- *Intersection No. 18 - SR 1 / 21st St.*
- *Intersection No. 19 - SR 1 / 16th St. /*
- *Intersection No. 20 - SR 1 / Pier Ave.-14th St.*
- *Intersection No. 21 - SR 1 / 10th St.-Aviation Blvd.*

According to the Caltrans document, the LOS for operating State highway facilities is based upon measures of effectiveness (MOEs). For state-controlled signalized study intersections, the measures of effectiveness are determined based on control delay in seconds per vehicle (sec/veh). Caltrans "endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities". It does not require that LOS D (shall) be maintained. However, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating below the target LOS, existing measures of effectiveness should be maintained. For this analysis, LOS D is the target level of service standard and has been utilized to assess the project impacts at Caltrans study intersections. Table 4.12-17 summarizes the intersection analyses for the existing, existing with project, and Year 2020 future conditions both without and with all three project components.

As shown in Table 4.12-17, application of the Caltrans LOS standards and guidelines to the existing with project (all three components) scenario indicates that the proposed project would have significant impacts at six of the 13 Caltrans study intersections:

- *Intersection No. 9 - SR 1 / Manhattan Beach Blvd. (AM peak hour)*
- *Intersection No. 12 - SR 1 / Duncan Ave. – Duncan Dr. (PM peak hour)*
- *Intersection No. 14 - SR 1 / 30th St. (PM peak hour)*
- *Intersection No. 15 - SR 1 / Keats St. (AM/PM peak hours)*
- *Intersection No. 16 - SR 1 / Tennyson St. (AM peak hours)*
- *Intersection No. 17 - SR 1 / Gould Ave.-Artesia Blvd. (AM/PM peak hours)*

Application of the Caltrans LOS standards and guidelines to the Year 2020 future with project scenario indicates that the proposed project would result in significant impacts at the same six intersections listed above. Impacts to these intersections would be significant.

Summary of Intersection Impacts. Table 4.12-18 summarizes the significant intersection impacts with the combined project and the Hermosa Beach and Manhattan Beach components only.

Street Segment Operations. A weekday daily roadway segment analysis was conducted for 19 study area street segments, including residential streets adjacent to the development sites that may experience an increase in cut-through traffic as a result of the proposed project. The forecast traffic conditions at the analyzed street segments for existing, future year 2020 pre-project, and future year 2020 with the combined project analysis scenarios are summarized in Table 4.12-19. The proposed project weekday AM and PM day trips are expected to .

Table 4.12-17
Existing (2016) and Future (2020) Project Impacts – Caltrans Intersections

No.	Intersection[1]	Peak Hour	Existing (2016)		Existing + Project		Change in Delay	Significant Impact?	Future (2020)		Future + Project		Change in Delay	Significant Impact?
			Delay[2]	LOS	Delay[2]	LOS			Delay[2]	LOS	Delay[2]	LOS		
9	SR 1 /Manhattan Beach Blvd.	AM	1.04	F	1.041	F	0.001	**Yes**	1.119	F	1.121	F	0.002	**Yes**
		PM	1.05	F	1.061	F	0.008	No	1.161	F	1.170	F	0.009	No
10	SR 1 /8th St.	AM	0.82	D	0.823	D	0.002	No	0.895	D	0.897	D	0.002	No
		PM	0.70	B	0.702	C	0.002	No	0.814	D	0.816	D	0.002	No
11	SR 1 /2nd St.	AM	0.86	D	0.870	D	0.002	No	0.942	E	0.945	E	0.003	No
		PM	0.71	C	0.718	C	0.006	No	0.786	C	0.792	C	0.006	No
12	SR 1 /Duncan Ave. – Duncan Dr.	AM	>50.0	F	>50.0	F	0.0	No	>50.0	F	>50.0	F	-[3]	**Yes**
		PM	>50.0	F	>50.0	F	-[3]	**Yes**	>50.0	F	>50.0	F	-[3]	**Yes**
13	SR 1 /Longfellow Ave. – Longfellow Dr.	AM	0.81	D	0.836	D	0.022	No	0.875	D	0.897	E	0.022	No
		PM	0.66	B	0.685	B	0.017	No	0.743	C	0.760	C	0.017	No
14	SR 1 /30th St.[1]	AM	19.1	C	23.5	C	4.4	No	23.4	C	31.4	D	8.0	No
		PM	>50.0	F	>50.0	F	-[3]	**Yes**	>50.0	F	>50.0	F	-[3]	**Yes**
15	SR 1 /Keats St.[1]	AM	>50.0	F	>50.0	F	-[3]	**Yes**	>50.0	F	>50.0	F	-[3]	**Yes**
		PM	19.7	C	>50.0	F	-[3]	**Yes**	24.7	C	>50.0	F	-[3]	**Yes**
16	SR 1 /Tennyson St.	AM	>50.0	F	>50.0	F	-[3]	**Yes**	>50.0	F	>50.0	F	-[3]	**Yes**
		PM	34.3	D	34.3	D	0.0	No	>50.0	F	>50.0	F	0.0	No
17	SR 1 /Gould Ave. – Artesia Blvd.	AM	1.01	F	1.057	F	0.051	**Yes**	1.098	F	1.149	F	0.051	**Yes**
		PM	0.77	C	0.785	C	0.016	**Yes**	0.887	D	0.904	E	0.017	**Yes**
18	SR 1 /21st St.	AM	0.81	D	0.829	D	0.016	No	0.880	D	0.896	D	0.016	No
		PM	0.66	B	0.676	B	0.014	No	0.755	C	0.769	C	0.014	No
19	SR 1 /16th St.	AM	0.67	B	0.692	B	0.016	No	0.730	C	0.746	C	0.016	No
		PM	0.67	B	0.686	B	0.014	No	0.751	C	0.766	C	0.014	No
20	SR 1 /Pier Ave. – 14th St.	AM	0.66	B	0.675	B	0.017	No	0.713	C	0.729	C	0.016	No
		PM	0.71	C	0.722	C	0.015	No	0.802	D	0.816	D	0.014	No
21	SR 1 /Aviation Blvd. – 10th St.	AM	0.91	E	0.927	E	0.015	No	0.984	E	0.999	E	0.015	No
		PM	0.83	D	0.834	D	0.0	No	0.904	E	0.904	E	0.0	No

Source: Traffic Impact Study Skechers Design Center Project, June 2016, Linscott, Law, and Greenspan, Engineers, see Appendix F.
[1] *Intersection analysis based on the Highway Capacity Manual operational analysis methodologies, per the Caltrans'* Guide for the Preparation of Traffic Impact Studies, December 2002
[2] *Reported control delay values in seconds per vehicle*
[3] *Oversaturated conditions.*

Table 4.12-18
Summary of Intersection Impacts

Intersection	Combined Project (all three components)			Hermosa Beach Only			305 S. Sepulveda Only			330 S. Sepulveda Only		
	Hermosa Beach Criteria	Manhattan Beach Criteria	Caltrans Criteria	Hermosa Beach Criteria	Manhattan Beach Criteria	Caltrans Criteria	Hermosa Beach Criteria	Manhattan Beach Criteria	Caltrans Criteria	Hermosa Beach Criteria	Manhattan Beach Criteria	Caltrans Criteria
9. SR 1 / Manhattan Beach Blvd.			X			X						
12. SR 1 / Duncan Ave.-Duncan Dr.		X	X		X	X		X	X			
13. SR 1 / Longfellow Ave. – Longfellow Dr.	X											
14. SR 1 / 30th St.	X	X	X	X	X	X					X	X
15. SR 1 / Keats St.	X	X	X	X	X	X		X	X			
16. SR 1 / Tennyson St.		X	X		X	X		X	X		X	X
17. SR 1 / Gould Ave. – Artesia Blvd.	X	X	X		X	X			X			
Total Number of Significant Intersection Impacts	4	5	6	2	5	6	0	3	4	0	2	2

X indicates a significant impact.

forecast traffic conditions at the analyzed street segments for existing, future year 2020 pre-project, and future year 2020 with the combined project analysis scenarios are summarized in Table 4.12-19. The proposed project weekday AM and PM day trips are expected to incrementally affect future traffic volumes on the analyzed street segments. The project trips are based on the project trip generation forecasts (refer to Table 4.12-8) and the project trip distribution patterns, as well as shifts in existing trips due to the reassignment of Skechers' off-site employee parking to the proposed Manhattan Beach sites.

The County of Los Angeles Traffic Impact Analysis Report Guidelines, two-lane roadway threshold criteria (see Table 4.12-13), were used to determine whether operational traffic due to the combined project would significantly impact the analyzed street segments under either the existing or future year 2020 conditions. Under these criteria, increases in traffic on street segments would not be significant unless a segment operates at LOS C or worse. Table 4.12-19 shows the traffic increases and pre- and post-project (all three components) LOS on all 19 study area street segments. Certain segments would experience substantial traffic increases. For example, Duncan Avenue west of SR 1 is forecast to experience a 91-95% increase in AM peak hour traffic and a 50-52 percent increase in PM peak hour traffic. However, because the LOS along all 19 study area street segments would remain at A, the combined project (all three components) would not result in significant traffic impacts relative to level of service on any of the analyzed street segments. Potential safety issues related to cut-through traffic on residential streets are discussed under Impact 4.12-4

Mitigation Measures. The following mitigation measures would be required to reduce impacts to the identified intersections. No feasible mitigation is available for the AM peak hour impact at Intersection No. 16 (SR 1/Tennyson Street), which would experience a significant impact under all of the project scenarios (combined project, Hermosa Beach component only, and Manhattan Beach components only). Table 4.12-20 under *Significance After Mitigation* identifies the effectiveness of each mitigation measure.

MM 4.12-2(a) **Intersection No. 9 - SR 1 / Manhattan Beach Boulevard, Improvements (Impact from Combined Project and Hermosa Beach Only).** Implement the following improvement:

- *Modify the existing traffic signal to provide an eastbound right-turn and northbound left-turn overlap phasing. This would allow the two traffic movements to clear the intersection concurrently. Traffic signal timing adjustments shall be conducted.*

MM 4.12-2(b) **Intersection No. 12 - SR 1/Duncan Avenue Improvements (Impact from Combined Project, Hermosa Beach Only, and 305 S. Sepulveda Blvd. Only).** Implement either item a OR items b, c, and d:

a. *Install a traffic signal at the intersection. Converting from the existing two-way stop-control operations to traffic signal control operations is not expected to result in any adverse impacts to the intersection operation and can improve safety. Pedestrian crossings would be controlled and accommodated via the installation of formal crosswalks.*

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Table 4.12-19
Existing (2016) and Future (2020) Project Impacts – Roadway Segments

No.	Street Segment	Time Period	Existing (2016)			Existing +Project					Future (2020)			Future + Construction				
			Peak Hour Volume[1]	V/C	LOS	Peak Hour Volume[1]	V/C	LOS	% Increase	Significant Impact?	Peak Hour Volume[1]	V/C	LOS	Peak Hour Volume[1]	V/C	LOS	% Increase	Significant Impact[2]?
1	Duncan Ave. east of Ardmore Ave.	AM	108	0.086	A	115	0.092	A	6.5	No	112	0.090	A	118	0.095	A	6.3	No
		PM	101	0.076	A	105	0.079	A	4.0	No	105	0.079	A	109	0.082	A	3.8	No
2	Longfellow Ave. east of Ardmore Ave.	AM	106	0.076	A	108	0.077	A	1.9	No	110	0.079	A	112	0.080	A	1.8	No
		PM	107	0.076	A	108	0.077	A	0.9	No	111	0.079	A	112	0.080	A	0.9	No
3	30th St. east of Ardmore Ave.	AM	80	0.057	A	84	0.060	A	5.0	No	83	0.059	A	87	0.062	A	4.8	No
		PM	73	0.052	A	73	0.052	A	0.0	No	76	0.054	A	76	0.054	A	0.0	No
4	Dianthus St. north of Duncan Ave.	AM	93	0.081	A	91	0.081	A	0.0	No	97	0.084	A	97	0.084	A	0.0	No
		PM	115	0.087	A	115	0.087	A	0.0	No	120	0.091	A	120	0.091	A	0.0	No
5	Dianthus Str. Btw Duncan Ave. & Boundary Pl.	AM	101	0.088	A	101	0.088	A	0.0	No	105	0.091	A	105	0.091	A	0.0	No
		PM	103	0.082	A	103	0.082	A	0.0	No	107	0.086	A	108	0.086	A	0.0	No
6	Tennyson Pl btw Longfellow Ave. and 30th St.	AM	87	0.070	A	87	0.070	A	0.0	No	91	0.073	A	91	0.073	A	0.0	No
		PM	103	0.078	A	103	0.078	A	0.0	No	107	0.081	A	107	0.081	A	0.0	No
7	Duncan Ave. west of SR 1	AM	96	0.069	A	187	0.134	A	94.8	No	100	0.071	A	191	0.136	A	91.0	No
		PM	152	0.122	A	231	0.185	A	52.0	No	158	0.126	A	237	0.190	A	50.0	No
8	Boundary Pl west of SR 1	AM	36	0.029	A	36	0.029	A	0.0	No	37	0.030	A	37	0.030	A	0.0	No
		PM	30	0.023	A	30	0.023	A	0.0	No	31	0.023	A	31	0.023	A	0.0	No
9	Longfellow Ave. west of SR 1	AM	138	0.131	A	140	0.133	A	1.4	No	144	0.139	A	146	0.139	A	1.4	No
		PM	169	0.161	A	170	0.162	A	0.6	No	176	0.171	A	177	0.169	A	0.6	No
10	30th St. west of SR 1	AM	125	0.094	A	130	0.098	A	4.0	No	130	0.098	A	135	0.102	A	3.8	No
		PM	78	0.062	A	88	0.070	A	12.8	No	81	0.065	A	91	0.073	A	12.3	No
11	Duncan Dr. east of SR 1.	AM	58	0.044	A	58	0.044	A	0.0	No	62	0.047	A	60	0.045	A	0.0	No
		PM	77	0.058	A	77	0.058	A	0.0	No	85	0.064	A	80	0.060	A	0.0	No
12	Longfellow Dr. east of SR 1	AM	150	0.113	A	176	0.133	A	17.3	No	158	0.119	A	182	0.137	A	16.7	No
		PM	138	0.110	A	146	0.117	A	5.8	No	148	0.118	A	152	0.122	A	5.6	No
13	Keats St. east of SR 1	AM	113	0.081	A	113	0.081	A	0.0	No	118	0.084	A	118	0.084	A	0.0	No
		PM	111	0.089	A	111	0.089	A	0.0	No	116	0.093	A	116	0.093	A	0.0	No
14	Kuhn Dr. between Ronda Dr. and Duncan Dr.	AM	37	0.028	A	37	0.028	A	0.0	No	39	0.029	A	39	0.029	A	0.0	No
		PM	47	0.035	A	47	0.035	A	0.0	No	49	0.037	A	49	0.037	A	0.0	No
15	Kuhn Dr. between Duncan Dr. and Longfellow Dr.	AM	67	0.051	A	67	0.051	A	0.0	No	70	0.053	A	70	0.053	A	0.0	No
		PM	66	0.053	A	66	0.05	A	0.0	No	69	0.055	A	69	0.055	A	0.0	No
16	Kuhn Dr. between Longfellow Dr. and Keats St	AM	122	0.092	A	122	0.092	A	0.0	No	127	0.096	A	127	0.096	A	0.0	No
		PM	94	0.071	A	94	0.071	A	0.0	No	98	0.074	A	98	0.074	A	0.0	No
17	Keats St. between Kuhn Dr. and Chabela Dr	AM	294	0.222	A	294	0.222	A	0.0	No	3306	0.231	A	3306	0.231	A	0.0	No
		PM	244	0.195	A	244	0.195	A	0.0	No	254	0.203	A	254	0.203	A	0.0	No
18	Prospect Ave. north of Artesia Blvd.	AM	227	0.182	A	227	0.182	A	0.0	No	236	0.189	A	236	0.189	A	0.0	No
		PM	278	0.210	A	278	0.210	A	0.0	No	289	0.218	A	289	0.218	A	0.0	No
19	Meadows Ave. north of Artesia Blvd.	AM	583	0.440	A	583	0.440	A	0.0	No	607	0.458	A	607	0.458	A	0.0	No
		PM	561	0.423	A	561	0.423	A	0.0	No	584	0.441	A	584	0.441	A	0.0	No

Source: Traffic Impact Study Skechers Design Center Project, August 2016, Linscott, Law, and Greenspan, Engineers, see Appendix F.
[1] Derived by applying an ambient growth factor of 1.00% per year to existing traffic volumes to reflect year 2020 conditions
[2] Section 4.12.2(b) above for descriptions of the City of Hermosa Beach and City of Manhattan Beach significance thresholds.

b. Install a second eastbound approach lane on Duncan Avenue. Striping shall be offset so that an eastbound vehicle waiting to turn left (north) at SR 1 would not impede the line of sight of an eastbound vehicle waiting to turn right (south).

c. Restrict the eastbound approach movements to right-turn only.

d. Restrict both the eastbound and westbound approach movements to right-turn only.

MM 4.12-2(c) **Intersection No. 13 - SR 1/Longfellow Avenue, Improvement (Impact from Combined Project).** Implement the following improvement:

- *Install a northbound right-turn only lane. This improvement would involve roadway widening along the east side of SR 1, which would in eliminate about half of the parkway along the east side of SR 1 south of SR 1.*

MM 4.12-2(d) **Intersection No. 14 - SR 1/30th Street Improvements (Impact from Combined Project, Hermosa Beach Only, and 330 S. Sepulveda Blvd. Only).** Implement either item a OR items b and c:

a. Install a traffic signal at the intersection. Converting from the existing two-way stop-control operations to traffic signal control operations is not expected to result in any adverse impacts to the intersection operation and can improve safety. Pedestrian crossings would be controlled and accommodated via the installation of formal crosswalks.

b. Install a second eastbound approach lane on 30th Street. Striping shall be offset so that an eastbound vehicle waiting to turn left (north) at SR 1 would not impede the line of sight of an eastbound vehicle waiting to turn right (south).

c. Restrict eastbound approach movements to right-turn only.

MM 4.12-2(e) **Intersection No. 15 - SR 1/Keats Street Improvement (Impact from Combined Project, Hermosa Beach Only, and 305 S. Sepulveda Blvd. Only).** Implement the following improvement:

- *Install a traffic signal at the intersection. Converting from the existing two-way stop-control operations to traffic signal control operations is not expected to result in any adverse impacts to the intersection operations and can improve safety. Pedestrian crossings would be controlled and accommodated via the installation of formal crosswalks.*

MM 4.12-2(f) **Intersection No. 17- SR 1/Gould Ave. – Artesia Blvd. Improvements (Impact from Combined Project, Hermosa Beach Only, and 305 S. Sepulveda Blvd. Only).** Implement both of the following improvements:

- *Convert the exterior westbound through lane on Artesia Boulevard to a combination through/right-turn lane. This improvement would in essence result in two westbound right-turn lanes since there is currently only a single westbound right-turn lane.*

- *Install an exclusive eastbound right-turn only lane on Gould Avenue.*

MM 4.12-2(g) **Transportation Demand Management (Impact from Combined Project, Hermosa Beach Only, and 305 S. Sepulveda Blvd. Only).** The applicant shall develop and implement a Transportation Demand Management (TDM) plan that is aimed at achieving up to a 5 percent reduction in overall vehicle trips to and from the site. The TDM plan will initially include, but not be limited to, the elements described below. The plan will be continually monitored and, if trip reduction goals are not met, will be adjusted to replace any elements found to be ineffective with new elements to be developed in coordination with the staffs of the cities of Hermosa Beach and Manhattan Beach.

- ***On-Site Employee Transportation Coordinator.*** *An employee transportation coordinator shall be designated for the proposed project to manage the TDM program and participate in City of Hermosa Beach and City of Manhattan Beach sponsored workshops and information roundtables. Skechers will provide:*

  - *Transportation fairs on an annual basis*
  - *Information for employees and visitors about local public transit services (including bus lines, existing and future light rail lines and connections, bus fare programs, rideshare programs and shuttles) and bicycle facilities (including routes, rental and sales locations, on-site bicycle racks and showers)*
  - *Walking and biking maps for employees and visitors, including information about convenient local services and restaurants within walking distance of the project*
  - *Information regarding local rental housing agencies*

  Such transportation information may be provided through a computer terminal with access to the Internet, as well as through the office of the coordinator located at one of the three development sites or another local Skechers building. Transportation information shall also be maintained at the administrative offices of the buildings and/or on the Skechers' web site as a portal.

- ***TDM Web Site Information.*** *Transportation information shall be provided in a highly visible and accessible location on Skechers' web site, including links to local transit providers, area walking, bicycling maps, etc., to inform employees and visitors of available alternative transportation modes to access the project and other*

existing Skechers' buildings and travel in the area. The web site should also highlight the environmental benefits of utilization of alternative transportation modes.

- ***TDM Promotional Material.*** *Skechers shall provide and exhibit in public places information materials on options for alternative transportation modes and opportunities. In addition, transit fare media and day/month passes should be made available to employees and visitors during typical business hours.*

- ***Transit Welcome Package.*** *All new employees shall be provided with a Transit Welcome Package (TWP). The TWP at a minimum will include information regarding Skechers arrangement for free or discounted use of the transit system, area bus/rail transit route and connections/transfers information, bicycle facilities (including routes, rental and sales locations, on-site bicycle racks, walking and biking maps), and convenient local services and restaurants within walking distance of the project.*

- ***Carpool Program for Employees.*** *Skechers shall provide preferential parking within the parking garages for employees who commute to work in registered carpools. An employee who drives to work with at least one other employee to the site may register as a carpool entitled to preferential parking within the meaning of this provision.*

- ***Public Transit Stop Enhancements****. Working in cooperation with transit agencies and the cities of Manhattan Beach and Hermosa Beach, Skechers shall improve existing bus stops in the immediate vicinity of the three development sites. Enhancements will include, but are not limited, to five bus shelters, and four bike racks at the existing bus stops adjacent to the development sites (see Figure 4.12-9). The bus stop on the northwest corner of the SR 1/Longfellow intersection will be relocated to the southwest corner of that intersection so there is sufficient sidewalk width for the shelter and bike racks.*

- ***Convenient Parking for Bicycle Riders.*** *Skechers shall monitor utilization of bicycle parking at existing and proposed buildings. If demand for bicycle parking exceeds the supply, Skechers will add bicycle parking as necessary to meet identified demand.*

- ***Employee Alternative Transportation Incentive.*** *Skechers shall provide financial or other incentives to employees who walk, bike, or take public transit to work. These incentives will be reviewed and approved by Hermosa Beach and Manhattan Beach staff.*

- ***Local Hiring Program.*** *When hiring Skechers shall conduct outreach to residents who live within two miles of the any of the*

three development sites (or other buildings where the position of employment is offered).

- ***Expanded Bicycle Routes.*** *Skechers shall coordinate with the cities of Hermosa Beach and Manhattan Beach in an effort to enhance and expand the current network of bicycle routes serving all three development sites and existing buildings. Improvements will include, but are not limited to, the addition of signage for two Class III bikeways to connect to Valley/Ardmore, as illustrated on Figure 4.12-9. Improvements shall be funded by Skechers.*

Significance after Mitigation. Table 4.12-20 summarizes the effectiveness of the proposed mitigation measures for each intersection where a significant impact would occur as well as the feasibility and secondary impacts of the various measures. Implementation of all of the system improvements and TDM techniques described in MM 4.12-2(a) through 4.12-2(f) could reduce the overall project's significant traffic intersection impacts to a less than significant level. In addition, although no specific mitigation is available for the SR 1/Tennyson Street intersection, the significant impact at that location could potentially be avoided if the signal at SR 1/Keats Street is implemented because the signal would allow left turns out of Keats Street onto SR 1, thus avoiding right turns out of Keats Street and subsequent u-turns at Tennyson Street. However, for the SR 1/Duncan Avenue-Duncan Drive and SR 1/30th Street intersections, only the traffic signal option would reduce impacts to below a level of significance. Other possible improvements would reduce impacts, but not to a less than significant level. In addition, because of spacing/timing issues, Caltrans may not approve signals at all three locations where they are proposed (the two aforementioned locations plus SR 1/Keats Street). Therefore, impacts at one or more of the intersections where a signal is identified as a measure would likely remain significant. For this reason and because of the multi-jurisdictional approvals needed for all improvements along SR 1 (Caltrans, Hermosa Beach, and Manhattan Beach), some of the physical improvements identified may not be feasible. In addition, certain improvements could potentially have undesirable secondary effects (notably, the exclusive eastbound right-turn only lane on Gould Avenue could potentially result in the loss of on-street parking and reduced sidewalk width if it is determined that road widening would be needed). Finally, the effectiveness of the transportation demand management techniques listed in **MM 4.12-2(g)** in reducing overall vehicle trips to and from the three development sites is estimated at five percent and even that level of trip reduction cannot be assured. Based on these facts, although impacts at certain intersections (SR 1/Long Beach Boulevard, SR 1/Longfellow Street, and SR 1/Gould Avenue-Artesia Boulevard) can likely be reduced to below a level of significance and signals may be deemed feasible at one or more intersections, the combined project's overall peak hour impacts are considered significant and unavoidable due to the uncertainty of the feasibility of proposed measures.

IMPACT 4.12-3 ***Would the proposed project conflict with the Los Angeles County Congestion Management Program?***

Traffic generated by the proposed project would incrementally increase traffic at the CMP intersection of SR 1 and Gould Avenue – Artesia Boulevard under existing and future conditions. The increase in traffic would exceed CMP thresholds, but mitigation identified for Impact 4.12-2 would mitigate the impact. Therefore, this impact would be ***less than significant with mitigation****.*

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TDM Mitigation Sites

Figure 4.12-9

Table 4.12-20
Mitigation Effectiveness, Feasibility, and Secondary Effects

Intersection	Peak Hour	VC Ratio/Delay (LOS)		Significant Impact after Mitigation?	Feasibility/Secondary Effects
		Without Mitigation	With Mitigation		
9. SR 1 / Manhattan Beach Blvd.	AM	76.3 sec (E)	73.4 sec (E)	No	Signal modifications are physically feasible and would have no secondary effects.
	PM	99.7 sec (F)	97.7 sec (F)	No	
12. SR 1 / Duncan Ave.-Duncan Dr.	AM	>50 sec (F)	4.6 sec (A)	No [1]	All improvements are physically feasible. The traffic signal may attract some drivers from other streets to Duncan to access SR 1, but not to the degree that would create significant traffic or other effects. Due to both proximity to the traffic signal at Longfellow Avenue and traffic progression (continuous movement/reducing delay along a street), Caltrans may deem a signal too close from a spacing/timing perspective.
	PM	>50 sec (F)	7.1 sec (A)	No [1]	
13. SR 1 /Longfellow Ave. – Longfellow Dr.	AM	0.897 (D)	0.890 (D)	No	Road widening is physically feasible, but would require removal of about half of the parkway along the east side of SR 1 south of Longfellow. This would have minor aesthetic impacts, but would not substantially alter the visual character of the area.
	PM	0.760 (C)	0.760 (C)	No	
14. SR 1 / 30th St.	AM	31.4 sec (D)	3.2 (A)	No [1]	All improvements are physically feasible. The traffic signal may attract some drivers from other streets to 30th Street to access SR 1, but not to the degree that would create significant traffic or other effects. Due to proximity to both the traffic signal at Longfellow Avenue and the proposed signal at Keats Street, Caltrans may deem the signal installation too close from a spacing/timing perspective.
	PM	>50 sec (F)	2.7 (A)	No [1]	
15. SR 1 / Keats St.	AM	>50 sec (F)	7.1 (A)	No	Installation of a traffic signal is physically feasible. The traffic signal may attract some drivers from other streets to Keats to access SR 1, but not to the degree that would create significant traffic or other effects. The signal at this intersection would also address the significant impact at SR 1/Tennyson Street by allowing left turns from Keats Street onto SR 1 and avoiding right turns onto SR 1 and subsequent u-turns at Tennyson Street. Due to proximity to the proposed signal at 30th Street, Caltrans may deem the signal installation too close from a spacing/timing perspective.
	PM	>50 sec (F)	6.1 (A)	No	

17. SR 1 / Gould Ave. – Artesia Blvd.	AM	1.149 (F)	1.042 (F)	No [2]	Both improvements are physically feasible. The right-turn only lane on Gould Avenue would reduce the PM peak hour impact to a less than significant level, but would involve roadway widening either along the north side of the eastbound lanes (which would require removal of all or a portion of the road median) or along the south side of Gould Avenue (which would result in the removal of some on-street parking spaces and inadequate sidewalk widths unless additional right-of-way were acquired). Widening to the south and reducing the sidewalk width could potentially conflict with Hermosa Beach Urban Design Element policy that "non-automobiles use of street space should be given greater emphasis" (Urban Design Element, page 78).
	PM	0.904 (E)	0.886 (D)	No [2]	

[1] "With mitigation" delay and level of service assumes that a traffic signal is installed. Other improvements at this intersection would not be needed if a traffic signal is installed. If no signal is installed, the other improvements would reduce the level of delay, but not to a less than significant level.
[2] Assumes that both proposed improvements at this intersection are implemented. The westbound Artesia Blvd improvement by itself would reduce the City of weekday AM peak hour impacts to less than significant, but would not reduce the Hermosa Beach PM peak hour impact to less than significant.

As required by the 2010 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) was prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. An analysis for the combined project and individual components was prepared in accordance with procedures outlined in the 2010 Congestion Management Program for Los Angeles County, County of Los Angeles Metropolitan Transportation Authority, 2010.

Freeways. The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project would add 150 or more trips (in either direction) during either the AM or PM weekday peak periods. No CMP freeway monitoring locations are in the project vicinity; therefore, the proposed project would not add 150 or more trips to a CMP freeway monitoring location. No further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

Arterial Monitoring Stations. The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project would add 50 or more trips during either the AM or PM weekday peak hours. The proposed project would add 50 or more trips during either the AM or PM weekday peak hours at the CMP monitoring intersection of SR 1 and Gould Avenue – Artesia Boulevard (Intersection No. 17). Per the CMP TIA guidelines, this intersection has been studied. As shown in Impact 4.12-2, the combined project (all three components), Hermosa Beach component only, and 305 S. Sepulveda Boulevard component only project would have potentially significant impacts at this intersection.

Transit. The 2010 CMP requires examination of transit service in the project site vicinity. The combined project trip generation, as shown in Table 4.12-8, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed project is forecast to generate demand for 14 transit trips during the weekday AM peak hour. During the weekday PM peak hour, the proposed project also is anticipated to generate demand for 12 transit trips. Over a 24-hour period, the proposed project is forecast to generate demand for 64 daily transit trips. As previously discussed, three bus transit lines serve the project site. These three transit lines provide service for an average of approximately 15 buses during the weekday AM peak hour and 12 buses during the weekday PM peak hour. Therefore, based on the above calculated peak hour transit trips, this would correspond to no more than one transit rider per bus during peak hours. Considering all of the available bus routes via transfers, an increase of one transit rider every two to three buses during peak hours could be expected. Thus, given the low number of generated transit trips per bus, no impacts on existing or future transit services in the project area are expected to occur as a result of the proposed project.

Overall Impact. The results of the Los Angeles CMP analysis indicate that the proposed project (three components combined) would not adversely affect any CMP freeway monitoring locations or nearby transit operations, but would significantly affect one CMP intersection monitoring station. This impact cannot be fully mitigated; therefore, the impact would be significant and unavoidable.

Mitigation Measures. MM 4.12-2(f) would mitigate the peak hour impacts at the SR 1/Gould Avenue – Artesia Boulevard intersection (see Table 4.12-20 under Impact 4.12-2).

Significance after Mitigation. MM 4.12-2(f) would mitigate the CMP impact to a less than significant level. However, as discussed under Impact 4.12-2, one of the improvements for this location - the right-turn only lane on Gould Avenue - would involve roadway widening either along the north side of the eastbound lanes (which would require removal of all or a portion of the road median) or along the south side of Gould Avenue (which would result in the removal of some on-street parking spaces and inadequate sidewalk widths unless additional right-of-way were acquired). Widening to the south and reducing the sidewalk width could potentially conflict with Hermosa Beach Urban Design Element policy that "non-automobiles use of street space should be given greater emphasis" (Urban Design Element, page 78).

IMPACT 4.12-4 ***Would the proposed project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?***

None of the project components would create or increase traffic hazards in the project area. Impacts would be ***less than significant.***

The proposed project and individual components were evaluated to determine if the project would create or cause traffic hazards. Potential traffic hazards that could be caused by the project include the introduction of new driveways that could disrupt the flow of traffic on SR 1 or local roads. Proposed truck loading areas for service and delivery trucks could also impede local traffic if not properly designed. Another concern brought up by residents during EIR scoping relates to safety issues associated with increased traffic on neighborhood streets from residential cut-through traffic.

Hermosa Beach Component. The Hermosa Beach component would not create or increase hazards in the project area. Existing access to the Hermosa Beach site is via a total of eight driveways including four driveways off of SR 1 (two north and two south of 30th Street), and four driveways off of 30th Street (one on the north side of the roadway and three on the south side of the roadway). Three of the four existing driveways on SR 1 would be closed. The remaining driveway on SR 1 across from Keats Street would be reconstructed to provide access to the proposed underground parking. This driveway would accommodate right- and left-turn ingress and right-turn only egress traffic movements. A widened shoulder is planned to be provided at the SR 1 project driveway to allow motorists entering or leaving the site to safely accelerate or decelerate. The project also includes a modification of the existing raised median island on SR 1 south of Keats Street to provide a northbound left-turn pocket for access into the site. These elements would be required to comply with the City of Hermosa Beach's roadway safety design standards and Caltrans standards. On 30th Street, only the driveway on the north side would remain for access to the Executive Offices building underground parking. Where driveways are removed, the project would include cement concrete curbs, gutters and sidewalks pursuant to City of Hermosa Beach standards. Service and delivery access is planned to be accommodated via the SR 1 driveway and use of the proposed southbound widened shoulder along SR 1. Service and loading activities would occur within the parking structure at a designated area.

305 S. Sepulveda Component. This component would not create or increase hazards. Access to this site is currently provided via four driveways including two on Duncan Avenue, one on SR 1, and one on Boundary Place. All four of these driveways will be closed as part of the proposed project. Where driveways are removed, the project would construct cement

concrete curbs, gutters and sidewalks pursuant to City of Manhattan Beach standards. A new driveway to the proposed underground parking garage would be constructed off of Duncan Avenue in essentially the same location as the existing westerly driveway. This driveway would accommodate right- and left-turn ingress and right-turn egress traffic movements. Service and delivery operations for this site are planned to occur via a loading dock area on Boundary Place along the south side of the project site. The layout of the service/loading area has been configured so that access will be directed to/from SR 1 and will accommodate maneuvers for single-unit 30-foot (SU-30), panel truck service/delivery vehicles and vans. Deliveries are anticipated to occur mid-morning and mid-afternoon so as to avoid the morning and afternoon peak commute hours. Based on information provided by the project applicant, deliveries typically are made via panel type trucks (e.g., UPS and Federal Express trucks) and vans and will occur on a daily basis. It is noted that there will be no connections to the subterranean parking levels to/from the loading area on Boundary Place. In addition, the intersection of Boundary Place at SR 1 is limited to right-turns in and right-turns out only due to the existing raised median island on SR 1. Given the configuration of the loading area, access will be directed to/from SR 1 and travel through the residential areas to the west will be prohibited.

330 S. Sepulveda Component. This component is not expected to create or increase hazards. Access to the existing 330 S. Sepulveda site is currently provided via three driveways, including two on Duncan Drive and one extended driveway on Kuhn Drive. All three of the existing driveways would be closed as part of the proposed project and cement concrete curbs, gutters and sidewalks would be constructed pursuant to City of Manhattan Beach standards. The proposed underground parking garage at this site would be interconnected with the existing parking garage under the existing Skechers Office building at 330 S. Sepulveda Boulevard. The existing parking garage has two entrances, one on SR 1 and one on Longfellow Drive. No change to these entrances is proposed. Service and delivery operations for the 330 S. Sepulveda Boulevard Expansion project are expected to occur within the designated loading area(s) of the existing Skechers 330 S. Sepulveda Boulevard office building.

Residential Cut-Through Traffic (all three components). A number of scoping comments raised issues about traffic congestion and safety issues related to cut-through traffic on residential streets in the project site vicinity. As discussed under Impact 4.12-2, the combined project would increase traffic on residential streets (see Table 4.12-13). For most segments, the increase in peak hour traffic would be less than 10 percent and all segments would continue to operate at LOS A with project-generated traffic. However, certain segments would experience peak hour traffic increases of well over 10 percent. AM peak hour traffic on Longfellow Avenue east of SR 1 would increase in the 16-17 percent range and Pm peak hour traffic on 30th Street west of SR 1 would increase by more than 12 percent. The greatest increase in traffic would occur on Duncan Avenue west of SR 1. PM peak hour traffic on this segment would increase in the 50-52 percent range, while AM peak hour traffic would increase in the 91-95 percent range.

Such traffic increases would increase traffic-related hazards on affected residential streets. However, traffic levels on all residential streets would remain within the roadway capacity and the LOS would remain at A on all study street segments. In addition, all affected road segments meet current local design standards and none have any identified line-of-sight or other issues that may create specific concerns. Therefore, although the higher overall traffic levels may incrementally increase the potential for accidents, particularly on the segments noted above, available evidence suggests that this increase would not create a significant traffic safety hazard.

Overall Impact. Reducing the total number of site driveways at all three locations compared to the number of current driveways from previous/existing uses, and adding a widened shoulder at the Hermosa Beach site, as proposed, would reduce potential conflicts between vehicles, pedestrians and bicycles. Service and delivery operations for each site would be designed to minimize impacts to traffic on SR 1 and other roadways. The projected increased traffic on the most affected residential streets - Duncan Avenue, Longfellow Avenue, and 30th Street - is not anticipated to result in significant traffic hazards since the level of service on all residential streets would remain at A. Impacts as a result of traffic hazards from the combined project and individual components would be less than significant.

Mitigation Measures. Mitigation would not be required.

IMPACT 4.12-5 ***Would the proposed project result in inadequate emergency access?***

None of the project components would hinder or otherwise adversely affect emergency access during construction or at project buildout. This impact would be ***less than significant.***

The proposed project and individual components were evaluated to determine how the project would impact emergency access to the project location and surrounding residential and commercial areas.

Construction. During construction, some lane closures on SR 1 would be required. The Hermosa Beach site construction would involve closing the southbound exterior (curbside) travel lane on SR 1 between the hours of 8:00 AM and 3:00 PM on Mondays through Fridays. During the construction of the 305 S. Sepulveda Boulevard site in Manhattan Beach, the southbound exterior (curbside) travel lane on SR 1 would be closed between the hours of 7:30 AM and 3:00 PM on Mondays through Fridays. The intent is to ensure that the exterior southbound travel lane can be re-opened by 3:00 PM, so as not to interfere with the PM peak hour traffic. This lane would be closed during excavation and hauling activities and intermittently through the course of the project for deliveries and concrete pours. It is important to note that the southbound curb lane is used as a parking lane during most hours of the day. This temporary lane closure should not affect emergency vehicles using the corridor because access to and from the residential areas would be maintained and the temporary lane closure would not affect the number of through travel lanes otherwise provided. Therefore, impacts to emergency access during construction would be less than significant.

Hermosa Beach Component. Existing access to the Hermosa Beach site is via a total of eight driveways. As part of this project component, three of the four driveways on SR 1 would be closed. The remaining driveway on SR 1 would accommodate right- and left-turn ingress and right-turn only egress traffic movements. The project includes a widened shoulder at the SR 1 project driveway and modification of the existing raised median island on SR 1 south of Keats Street. On 30th Street, only the driveway on the north side would remain for access to the Executive Offices building. A fire lane would be provided along the west side of the Design Center building between 30th Street and the southern property line where if would meet with the existing alley that runs to Gould Avenue. The fire lane would be blocked during normal operations to prevent through traffic, but would be accessible to emergency vehicles via retractable bollards at 30th Street and at the southern property line.

Reducing the total number of site driveways and adding a widened shoulder at the Hermosa Beach site would reduce potential conflicts between vehicles, pedestrians and bicycles. Emergency access in the project area would be potentially enhanced with fewer driveways. While incremental traffic increases as a result of this component are expected, the project would comply with applicable emergency access requirements and would not restrict access to other nearby properties. The increase in traffic from this project component would not create gridlock or other situations to greatly restrict or reduce emergency vehicle access. Impacts to emergency access as a result of this component would be less than significant.

305 S. Sepulveda Component. Access to the 305 S. Sepulveda site is currently provided via four driveways. All four of these driveways would be closed as part of this project component. A new driveway to this site would be constructed off of Duncan Avenue. This driveway would accommodate right- and left-turn ingress and right-turn egress traffic movements.

Reducing the total number of site driveways at the 305 S. Sepulveda Boulevard site would reduce potential conflicts between vehicles, pedestrians and bicycles. Emergency access in the project area would be potentially enhanced with fewer driveways. While incremental traffic increases as a result of this component are expected, the project would comply with applicable emergency access requirements and would not restrict access to other nearby properties. The increase in traffic from this project component would not create gridlock or other situations to greatly restrict or reduce emergency vehicle access. Impacts to emergency access as a result of this component would be less than significant.

330 S. Sepulveda Component. Access to the existing 330 S. Sepulveda site is currently provided via three driveways. All three of the existing driveways would be closed as part of the proposed project. Since the proposed underground parking garage at this site would be interconnected with the existing parking garage under the existing Skechers Office building at 330 S. Sepulveda Boulevard, the existing parking garage entrances on SR 1 and Longfellow Drive would be used to access the new parking area.

Reducing the total number of site driveways at the 330 S. Sepulveda site would reduce potential conflicts between vehicles, pedestrians and bicycles. Emergency access in the project area would be potentially enhanced as described above for 305 S. Sepulveda. The increase in traffic from this project component would not create gridlock or other situations to greatly restrict or reduce emergency vehicle access. Impacts to emergency access as a result of this component would be less than significant.

Overall Impact. The overall project (three components combined) would increase overall traffic levels, but none of the project components include features that would hinder emergency access. Therefore, the overall impact in this regard would be less than significant.

Mitigation Measures. Mitigation would not be required.

IMPACT 4.12-6 ***Would the proposed project conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?***

The proposed project would not disrupt existing or planned transit, bicycle, or pedestrian facilities or conflict with applicable transit, bicycle or pedestrian plans or policies. Impacts to transit, bicycle, and pedestrian systems would be ***less than significant.***

Each city's General Plan has policies addressing public transit, bicycle and pedestrian facilities, their use and safety. The relevant policies are listed in Section 4.9 *Land Use and Planning*, tables 4.9-5 and 4.9-7. These tables include a discussion and determination of the project's consistency with those plans. Specific policies include Policy 3.6 of the Hermosa Beach General Plan, "Require all new development to accommodate project-generated parking consistent with encouraging alternate transportation demand management programs" and in Manhattan Beach, Policy I-6.7, "Encourage features that accommodate the use of bicycles in the design of new development, as appropriate." The proposed project and individual components were evaluated to determine how the project would impact bicycle, pedestrian and transit facilities in the project area.

Bicycle Facility Impacts. The existing bicycle network in the study area consists of Class I Bicycle Path, Class II Bicycle Lanes, Class III Bicycle Routes, and Proposed Bicycle Routes. A total of 10 existing or proposed bicycle facilities in the City of Hermosa Beach bicycle roadway network are located within a one-half mile radius from the Hermosa Beach site. In 2011, the City of Hermosa Beach adopted the South Bay Bicycle Master Plan which proposes to add 9.2 miles of bicycle facilities within the city and connects to neighboring networks in the cities of Manhattan Beach and Redondo Beach. Similar to the City of Hermosa Beach, the City of Manhattan Beach has adopted the South Bay Bicycle Master Plan, which proposes to add approximately 31 miles of bicycle facilities within the city and connects to neighboring networks in the cities of Hermosa Beach and El Segundo. SR 1 is not an existing bicycle route nor is it a proposed bicycle route. The project would provide bicycle parking at all three sites. The Hermosa Beach component would provide 14 bicycle lockers. At 305 S. Sepulveda Boulevard there would be six bicycle parking spaces provided. At 330 S. Sepulveda Boulevard, 20 bicycle parking spaces would be provided. Impacts to bicycle facilities and plans would be less than significant for all three components.

Pedestrian Facility Impacts. The pedestrian network in the study area consists of crosswalks and sidewalks. Sidewalks are available on both sides of SR 1 through the project area and along all streets bordering each of the project sites. Crosswalks are available on all legs at the intersection of SR 1 and Longfellow Avenue – Longfellow Drive. Pedestrian connectivity is needed between the existing and proposed Skechers project sites due to shared workspaces, company meetings, cafeteria lunches, etc.

The Hermosa Beach site has been designed to encourage pedestrian activity and walking as a transportation mode. Pedestrian walkways are planned throughout this site and would connect to existing adjacent sidewalks along SR 1. The main lobby entrance for pedestrians would be accessed along SR 1. An underground pedestrian tunnel under 30th Street would provide direct access from one building to the other. The total number of driveways at the Hermosa Beach site

would be reduced from eight to three, including one emergency access only driveway. This would reduce potential conflicts between vehicles and pedestrians.

The Manhattan Beach sites are adjacent to and accessible from nearby retail, restaurant and entertainment opportunities along the SR 1 corridor. Pedestrian access to and around the site would be accommodated by public sidewalks. Public sidewalks and curb ramps will be reconstructed as necessary to provide full ADA access along the project frontages and connecting intersections. The main lobby entrance for pedestrians at the 305 S. Sepulveda Boulevard project site will be accessed along SR 1 just south of Duncan Avenue. The pedestrian entrance to the 330 S. Sepulveda Boulevard building expansion would be at the northwest corner of the building at SR 1, near Duncan Drive.

The total number of driveways at 305 S. Sepulveda Boulevard would be reduced from four to one and all three driveways at 330 S. Sepulveda Boulevard would be removed. Reducing the number of driveways would reduce potential conflicts between vehicles and pedestrians. Impacts to pedestrian facilities would be less than significant for all three project components.

Transit Facility Impacts. The transit facilities in the study area consist of bus stops along the SR 1 corridor. A Los Angeles County Metropolitan Transportation Authority (Metro) near-side bus stop is located on the southbound SR 1 approach to Longfellow Avenue/Longfellow Drive for Metro Route 232. Also, a near-side bus stop is provided on the northbound SR 1 approach to Duncan Avenue – Duncan Drive for Metro Route 232. The project would not alter or conflict with the transit facility plans that have identified these transit facilities, therefore the project impact would be less than significant. For additional information on impacts to transit facilities, refer to the transit discussion under Impact 4.12-3 and Section 4.9, *Land Use and Planning*, tables 4.9-5 and 4.9-7.

Overall Impact. The combined project (all three components) would not conflict with existing or planned transit, bicycle, or pedestrian facilities or any conflicts with applicable transit, bicycle or pedestrian plans or policies. This impact would be less than significant.

Mitigation Measures. Mitigation is not required.

c. Cumulative Impacts. Cumulative development within the project area would cause increases in traffic on area roadways. Section 3, *Environmental Setting*, describes planned and pending projects in the vicinity of the project site. As discussed in subsection 4.12.1.e in the *Setting*, the future (2020) traffic calculation used for the traffic analysis includes estimated trips for the 29 related projects. All future (2020) traffic impacts described in the above discussions consider cumulative project traffic growth.

4.13 UTILITIES AND SERVICE SYSTEMS

This section addresses the following topics relevant to utilities and service systems: wastewater, water supply, and solid waste. Stormwater systems are addressed in Section 4.8, *Hydrology and Water Quality*.

4.13.1 Setting

a. Wastewater. Wastewater is water that has been previously used, and can originate from a variety of sources, including domestic, industrial, commercial, or agricultural, including sewer inflow or infiltration.

The City of Hermosa Beach Department of Public Works maintains the sewer collection and distribution systems located throughout the city, including a network of 37 miles of sewer lines. The City of Manhattan Beach has a sanitary sewer system network of 81.6 miles of sewer lines. The effluent collected by each City's sewer lines is discharged into the Sanitation Districts of Los Angeles County (LACSD) trunk lines. The LACSD trunk lines flow to a Joint Water Pollution Control Plant (JWPCP), located in Carson. The JWPCP is one of the largest wastewater treatment plants in the world and is the largest of the LACSD wastewater treatment plants. The facility provides both primary and secondary treatment for approximately 280 million gallons of wastewater per day and has a total permitted capacity of 400 million gallons per day (LACSD 2015).

Hermosa Beach Site. The Hermosa Beach site is located in Drainage Basin 050 of the City of Hermosa Beach's sewer network; this basin, centrally located in the City, is the largest drainage basin in the sewer system and accounts for approximately 55 percent of the overall network. Sewer flows drain both north and south to the central part of the basin to Manhole 502, located in the vicinity of Power Street and Valley Park Drive, south of the Hermosa Beach site. The flow then drains to Manhole 501, and then finally to the County Trunk at Manhole C0500, on Palm Drive.

The City manages existing sewer infrastructure in accordance with the *Sanitary Sewer Master Plan*, updated in 2011. This Plan identifies specific deficiencies in the existing sewer system (primarily associated with aging infrastructure) and lays out a plan and budget for repairing or upgrading deficient areas over a period of 10 years, to ensure reliable conveyance of wastewater throughout the city (City of Hermosa Beach 2011).The plan shows no deficiencies in the project area at this time.

Manhattan Beach Sites. The 305 S. Sepulveda Boulevard and 330 S. Sepulveda Boulevard sites are located in District 1 of the City of Manhattan Beach as defined in the City's 2003 General Plan. The 305 S. Sepulveda Boulevard site is located in Sewershed 1, which encompasses approximately 620 acres of the western side of the City. Wastewater from the site flows to the Civic Center Pump Station and is discharged to the LACSD trunk sewer paralleling the Strand along the beachfront. The 330 S. Sepulveda Boulevard site is located in Sewershed 2, which encompasses approximately 1,905 acres of the eastern side of the City. Wastewater from the site flows to the Voorhees Avenue Pump Station and is then conveyed to LACSD trunk sewer on Marine Avenue. (City of Manhattan Beach 2010)

b. Water Supply.

City of Hermosa Beach. Potable and non-potable water supply is provided to the City of Hermosa Beach by the California Water Service Company (Cal Water), Hermosa-Redondo District. Cal Water serves more than 472,000 customers through 28 operations centers throughout the state, and delivers water sourced from groundwater, imported supplies, recycled water, and desalinated water. About 95 percent of Cal Water's business is regulated by state commissions (Cal Water 2011). The Hermosa-Redondo District of Cal Water supplies groundwater, imported surface water, and recycled water to its service territory. Approximately 11 percent of the Hermosa-Redondo District's potable water supply comes from local groundwater (West Coast Basin's Silverado aquifer), while the remaining potable water is imported through agreements with the West Basin Municipal Water District (West Basin). Reclaimed water is also provided to Hermosa Beach by West Basin. Table 4.13-1 shows the amount of water obtained annually from each source.

Historically, West Basin's primary water supply was imported water from the Metropolitan Water District of Southern California (MWD). West Basin purchases water from MWD and wholesales the water to cities and private companies, such as Cal Water, in southwest Los Angeles County (City of Hermosa Beach 2014b).

Table 4.13-1
Hermosa-Redondo District Water Supply, 2010

Water Supply Source	Acre Feet per Year	Percent
Cal Water Produced Groundwater	1,424	11%
West Basin Municipal Water District	10,958	88%
Recycled Water	134	1%
Total	**12,516**	**100%**

Source: Cal Water 2011

With ongoing severe drought conditions in California, West Basin has been increasing development of additional local water supplies towards the purpose of ensuring future water supply reliability. These water supply expansions have included pumping groundwater from the West Coast Groundwater Basin in the West Basin service area, and pumping from the Central Groundwater Basin into the West Basin service area (as described in Section 4.8, *Hydrology and Water Quality*, Hermosa Beach is underlain by the West Coast Groundwater Basin, which has been managed per an adjudication order since 1961). In addition, the West Basin is projecting to more than double current recycled water supplies by 2035, as well as possibly invest in over 20,000 acre-feet per year (AFY) of ocean water desalination supply. These sources, coupled with an additional doubling of conserved supply through water use efficiency programs, are expected to cut the overall imported water use nearly in half between 2008 and 2020. (City of Hermosa Beach, 2014b).

In accordance with California Water Code, the CalWater Hermosa-Redondo District maintains a current Urban Water Management Plan (HBUWMP) that assesses existing and projected water supply availability under varying climatic (drought) conditions. The HBUWMP projects future water demands in CalWater's service territory using a unit demand methodology based on land uses described in the City of Hermosa Beach General Plan, as well as previous HBUWMP demand projections, and including commercial development demands such as

would occur under the proposed project. As described in the HBUWMP, CalWater expects 100 percent reliability of supply even in multiple year droughts through 2030. Over time, water conservation and the use of recycled water will offset a portion of future demands. As needed, West Basin will draw water from other storage areas established through groundwater banking and transfer agreements made with other agencies during dry years, as deliveries from the Colorado River Aqueduct and the California State Water Project are reduced (Cal Water 2011).

City of Manhattan Beach. The City of Manhattan Beach is the direct provider of water in the City and obtains water from three sources: (1) MWD treated surface water provided by West Basin; (2) groundwater extracted by City-owned and operated wells; and (3) reclaimed water supplied for landscape irrigation from the West Basin. The City obtains approximately 81 percent of its water supply from MWD surface water, 15 percent from groundwater, and four percent from recycled water. Manhattan Beach owns the right to pump 1,181 acre feet per year of groundwater from the West Coast Basin. The City's water system consists of pump stations, storage reservoirs, and elevated storage tank, water supply wells, a settling basin, and approximately 112 miles of distribution pipeline (City of Manhattan Beach 2003). Table 4.13-2 summarizes the Manhattan Beach water supply.

Table 4.13-2
Manhattan Beach Water Supply

Water Supply Source	Acre Feet per Year	Percent
Metropolitan Water District	5,664	81%
Groundwater (pumped by City)	1,023	15%
Recycled Water (from West Basin)	298	4%
Total	**6,985**	**100%**

Source: City of Manhattan Beach Water Master Plan 2010

As an urban water supplier, the City of Manhattan Beach prepared the *City of Manhattan Beach 2010 Urban Water Management Plan* (MBUWMP) in accordance with the Urban Water Management Plan Act. The MBUWMP evaluates the existing water conservation efforts and reviews and implements alternative and supplemental water conservation measures in Manhattan Beach. The City does not anticipate an issue meeting future water demand through the year 2030 (City of Manhattan Beach 2010). As described in the MBUWMP, an average of 269 AFY of recycled water is purchased from West Basin. West Basin obtains recycled water from a treated wastewater effluent from the City of Los Angeles's Hyperion Wastewater Treatment Plant. Over the past ten years an average of 278 AFY of recycled water is used by the City, which reflects the increase in recycled water over the past several years. Recycled water use allows the City to reduce the purchase of imported water supplies through the West Basin (City of Manhattan Beach 2010).

c. Solid Waste.

City of Hermosa Beach. Solid waste disposal services in Hermosa Beach are provided by a commercial vendor, Athens Services, pursuant to a Los Angeles County agreement for "Integrated Solid Waste Management Services" dated May 24, 2013. Athens Services collects solid waste throughout the city and transports it to the Athens United Waste Materials Recovery Facility in the City of Industry, where it is sorted and recycled in compliance with State Assembly Bill 341. Waste materials are then transported to a variety of landfills as listed in

the Integrated Solid Waste Management Services agreement, including the following (County of Los Angeles, 2013):

- *Potential Industries (Wilmington)*
- *Chiquita Canyon Landfill (Castaic)*
- *Sunshine Canyon Landfill (Sylmar)*
- *El Sobrante Landfill (Corona)*
- *Puente Hills Landfill (Whittier)*
- *California Waste Systems (Gardena)*
- *Commerce Refuse-to-Energy (Commerce)*
- *Southeast Resource Recovery Facility (Long Beach)*
- *Waste Resources Recovery (Gardena)*
- *Edco Recycling and Transfer (Signal Hill)*
- *San Bernardino County Solid Waste Disposal sites (throughout San Bernardino County, including Mid-Valley).*

Waste collection and disposal services include solid waste, recyclables, residential hazardous waste, used oil, and larger quantities of hazardous wastes. For the month of December 2013, the majority of solid waste collected in the city of Hermosa Beach was diverted to the Mid-Valley Sanitary Landfill, which has an estimated approximate lifespan of 45 years. For the same month, 50.3 percent of total waste generated in Hermosa Beach was diverted into a recycling program. Residential hazardous waste disposal is available at the Hyperion Center located in Playa Del Rey and the Gaffey Street S.A.F.E. center in San Pedro.

The Los Angeles County Public Works Department has provided data in the *Countywide Integrated Waste Management Plan, 2014 Annual Report* on current and anticipated capacity in the disposal facilities listed above. This data indicates that landfills in the area have remaining or anticipated capacity ranging from approximately 2 to 60 years (County of Los Angeles 2015).

California Integrated Waste Management Board certifies used oil recycling collection centers throughout the state to encourage recycling of motor oil. Disposal of larger quantities of hazardous waste is available at the following facilities: Kettleman Hills Facility in Kettleman City, McKittrick Waste Treatment Site in McKittrick, or Clean Harbors Buttonwillow Facility in Buttonwillow (Cal Recycle, 2010). The Clean Harbors website lists permitted landfill capacity for the Buttonwillow facility as 10 million cubic yards with current constructed landfill capacity at 950,000 cubic yards (City of Hermosa Beach 2014a).

City of Manhattan Beach. Waste Management, Inc. has been Manhattan Beach's franchise waste hauler for all residential and commercial refuse for over 20 years. Waste Management disposes the trash from Manhattan Beach at the El Sobrante Landfill, which is owned and operated by Waste Management, Inc. The El Sobrante Landfill has an estimated remaining capacity of 170 million tons and an expected design lifespan of about 60 years, as of December 31, 2014 (County of Los Angeles 2015). Recycling is taken to a Waste Management Recycle America "MRF" or "Material Recovery Facility" to be sorted by material type, then baled and sold. Waste Management also offers Manhattan Beach residents free hazardous waste collection that includes the pick-up of items such as batteries, motor oil, household chemicals, and electronic devices. Green waste is first sorted at Waste Management's Carson Transfer

Station to rake out any debris. The clean green waste is sold to various organics farms in California.

Manhattan Beach is also one of the first cities in Southern California to provide a food waste collection service, where food waste is used to produce renewable energy. Since approximately 25 percent of waste generated comes from food waste, these services increase diversion levels, reduce the amount of waste taken to the landfill, and provides a source of renewable energy. Waste Management's CORe® (Centralized Organic Recycling equipment) is being used by the Sanitation Districts of Los Angeles County (LACSD) at their Joint Water Pollution Control Plant in Carson, CA, where it is added to the plant's anaerobic digestion system to increase the production of biogas (methane). The project converts food waste into renewable biogas each day, which is used to generate electricity. This food recycling strategy provides an avenue to meet California's 2020 goal of 75 percent landfill diversion (AB 341) and the State's organics waste recycling mandates (AB 1826).

4.13.2 Regulatory Setting

The regulatory environment for Utilities and Service Systems is largely drawn from the City of Hermosa Beach General Plan Update Existing Conditions Report (City of Hermosa Beach, 2014b) and the Manhattan Beach Environmental Action Plan (City of Manhattan Beach 2012).

a. State.

Wastewater.

Sewer System Management Plan. The State Water Resources Control Board (SWRCB) adopted new policies in December 2004 requiring wastewater collection providers to report sanitary sewer overflows and to prepare and implement Sewer System Management Plans (SSMP). SSMP requirements are modeled on proposed federal capacity, management, operations, and maintenance plans. The SSMP policy requires dischargers to provide adequate capacity in the sewer collection system, take feasible steps to stop sewer overflows, identify and prioritize system deficiencies, and develop a plan for disposal of grease, among other requirements. In addition, wastewater providers must now report sanitary sewer overflows to the Los Angeles Regional Water Quality Control Board, must keep internal records of these overflows, and must produce an annual report on overflows. Overflows from laterals on private property, if caused by an owner, are not required to be reported.

Water Supply.

Senate Bill (SB) 610. SB 610 was passed on January 1, 2002, amending California law to require detailed analysis of water supply availability for certain types of development projects. The primary purpose of SB 610 is to improve the linkage between water and land use planning by ensuring greater communication between water providers and local planning agencies, and ensuring that land use decisions for certain large development projects are fully informed as to whether sufficient water supplies are available to meet project demands. SB 610 also requires the preparation of a Water Supply Assessment (WSA) for a project that is subject to CEQA and meets certain other requirements, including but not limited to the following types of developments: a residential development of more than 500 dwelling units, a commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor

space, or a proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space. WSAs should be prepared on a project-specific basis, and any qualifying projects proposed as a result of this zone change would be subject to the requirements of SB 610, including through preparation of a WSA. Based on the size of the proposed project components and number of anticipated employees, this law would not apply to the project.

State Drinking Water Standards. Drinking water quality in the proposed Specific Plan area is regulated by the California Department of Public Health (CDPH), the State Water Resources Control Board (SWRCB), and the Regional Water Quality Control Board (RWQCB), Los Angeles Region. The California Code of Regulations, Title 22 (State Drinking Water Standards) is the primary body of state legislation providing water system standards, including standards for water supply, storage capacity, and water quality. Other considerations include the Porter-Cologne Water Quality Control Act, the Safe Drinking Water Act, and the SWRCB Non-degradation Policy.

Solid Waste.

California Integrated Waste Management Act. To minimize the amount of solid waste that must be disposed of by transformation and land disposal, the California Legislature passed the California Integrated Waste Management Act of 1989 (AB 939, Statutes of 1989), effective January 1990. According to this act, all cities and counties were required to divert 25 percent of all solid waste from landfill facilities by January 1, 1995, and 50 percent by January 1, 2000.

To help in the increase of diversion rates, each jurisdiction is required to create an integrated waste management plan. Each city plan must demonstrate integration with the relevant county plan. The plans must promote source reduction, recycling and composting, and environmentally safe transformation and land disposal. Elements of the plans must be updated every five years.

Assembly Bill 341. In October 2011, Assembly Bill 341 was signed into law, setting a State-wide goal for 75 percent of all waste generated to be comprised of recyclables by the year 2020. The legislation mandates that all California commercial or public entities that generate four or more cubic yards of solid waste per week, and for those multi-family dwellings of five or more units, must arrange recycling services by July 1, 2012. Individual jurisdictions determined compliance measures and due dates. In January 2010, the California Department of Resources Recycling and Recovery (CalRecycle) was established in an effort to streamline state recycling and waste diversion efforts. These responsibilities were formerly administered by the California Integrated Waste Management Board. CalRecycle is now comprised of the Waste Management Division and the Recycling Division, which manage programs created through the Integrated Waste Management Act (AB 939, discussed below).

b. Local.

City of Hermosa Beach.

Hermosa Beach Sustainability Plan. In June 2011, in conjunction with the Cities Green Task Force, the City of Hermosa Beach prepared the Hermosa Beach Sustainability Plan, which was accepted by City Council in September 2011. The plan focused on water, waste, transportation,

building, energy, and marine/coastal issues. Section 6 of the plan details eight waste reduction and recycling programs, as listed below.

- *Characterize the municipal waste stream and create a plan to reduce, reuse, and effectively recycle wastes (R-1).*
- *Characterize the community waste stream and create a plan to reduce, reuse, and effectively recycle wastes (R-2).*
- *Provide a comprehensive recycling and diversion program that reduces disposal of waste (trash) and is easy for residences and business to use (R-3).*
- *Establish a green waste recycling and continue backyard composting program (R-4).*
- *Consider a food waste diversion program to decrease food waste going to landfills (R-5).*
- *Improve recycling at multi-family residential dwellings (R-6).*
- *Improve the household hazardous waste program (R-7).*
- *Set a goal of "zero waste" by increasing waste stream diversion through education for residences and business (R-8).*

Hermosa Beach Municipal Code. The Hermosa Beach Municipal Code provides regulations and standards related to development and operations. The chapters relevant to utilities and service systems include Chapters 8 and 15, summarized below.

Chapter 8 – Health and Safety – includes standards and procedures to protect the health and safety of residents, businesses, and visitors regarding garbage collection and disposal, hazardous materials, nuisances, sewage and industrial waste, stormwater and urban runoff pollution, and water conservation and drought management.

Chapter 15 – Buildings and Construction – establishes building and construction standards to protect public health, safety, and welfare through fire prevention, abatement of dangerous buildings, seismic strengthening, and enforcement of mechanical, plumbing, and electrical codes.

City of Manhattan Beach.

Manhattan Beach Environmental Action Plan. In 2012, the City of Manhattan Beach adopted an Environmental Action Plan using previous environmental initiatives and work plans adopted by City Council, and input from the City's Environmental Task Force and Council co-chairs. The plan focuses on the City's commitment to reducing greenhouse gas emissions and water conservation goals. It consists of the following topics: energy efficiency and renewable energy, water conservation, pollution prevention and waste reduction, as well as promoting community and individual action. Environmental measures include public parking for electric vehicles, a green business recognition program, community-based home energy audits, energy efficiency improvements for city facilities, a landscape master plan, landscape audit program, community water conservation program, municipal mulch program, plastic bag ordinance, and a ban on polystyrene.

Manhattan Beach Municipal Code. The Manhattan Beach Municipal Code provides regulations and standards related to development and operations. The chapters relevant to utilities and service systems include Titles 5 and 9, summarized below.

Title 5 - Sanitation and Health – includes standards and procedures to protect the health and safety of residents, businesses, and visitors regarding garbage and refuse, construction and

demolition debris waste reduction and recycling requirements, sewers and sewage disposal, and enforcement of health and safety codes.

Title 9 - Building Regulations – establishes building and construction standards to protect public health, safety, and welfare through abatement of dangerous buildings, earthquake hazard reduction in existing buildings, and enforcement of building, electrical, plumbing, and mechanical codes.

4.13.3 Impact Analysis

a. Methodology and Significance Thresholds. The impact analysis for Utilities and Service Systems estimates demands on water, wastewater, and solid waste infrastructure and compares these demands to the capacities of local utility and service systems. The impact analysis addresses the *CEQA Guidelines* Appendix G significance criteria listed below.

1. *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;*
2. *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;*
3. *Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;*
4. *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed;*
5. *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;*
6. *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs;*
7. *Comply with federal, state, and local statutes, and regulations related to solid waste.*

The Initial Study in Appendix A concluded that the proposed project could result in potentially significant impacts associated with all of the above listed thresholds. Thresholds 1, 2, and 4-7 are addressed in this section. Threshold 3 is addressed in Section 4.8, *Hydrology and Water Quality*.

b. Project Impacts and Mitigation Measures.

IMPACT 4.13-1 ***Would the project exceed wastewater treatment requirements; require the construction of new wastewater treatment facilities or expansion of existing facilities; or generate wastewater exceeding the capacity if the wastewater treatment provider?***

All three project components would increase wastewater generation, but this increase would not require new or expanded treatment facilities and would not exceed treatment requirements. Impacts related to wastewater generation would therefore be ***less than significant.***

Hermosa Beach Component . The Hermosa Beach component would generate a new source of wastewater, with wastewater collection provided by the City of Hermosa Beach. The effluent collected by sewer lines is discharged to County trunk lines, which flow in a northwesterly direction toward Manhattan Beach, and eventually to a treatment plant in Carson (LACSD, 2015). As such, wastewater generated would be conveyed through the following facilities (in the order presented), to eventual treatment and discharge:

1. *City of Hermosa Beach sewer lines direct wastewater flow away from the site;*
2. *County Sanitation District trunk lines direct flows from City of Hermosa Beach sewer lines, through the City of Manhattan Beach, to the County Joint Water Pollution Control Plant (JWPC Plant) in Carson; and*
3. *The JWPC Plant treats wastewater per regulatory standards and discharges it to the Pacific Ocean through outfalls extending 1.5 miles off the Palos Verdes Peninsula at a depth of approximately 200 feet (LACSD, 2015).*

The proposed Design Center would encompass 100,296 square feet of floor space and the Executive Offices would encompass 20,207 square feet of floor space, for a total of 120,503 square feet. Wastewater generation was estimated based on a rate of 177.75 gallons per square foot per year, the interior water use rate from the California Emissions Estimator Model (CalEEMod). Total estimated wastewater generation associated with the Hermosa Beach component would be approximately 82,383 gallons per day, or less than 0.1 percent of the remaining treatment capacity at the JWPC Plant. Therefore, the existing JWPC Plant has sufficient capacity to treat wastewater generated by the Hermosa Beach component, and this project component would not require or result in construction of a new treatment facility. Potential impacts would be less than significant.

Manhattan Beach Components. The 305 S. Sepulveda Boulevard and 330 S. Sepulveda Boulevard components would also generate wastewater. Collection services would be provided by the City of Manhattan Beach. Wastewater generated at these two sites would be conveyed through the following facilities (in the order presented), to eventual treatment and discharge:

1. *City of Manhattan Beach sewer lines direct wastewater flow away from the site to the Voorhees Avenue Pump Station;*
2. *County Sanitation District trunk lines direct flows from City of Manhattan Beach sewer lines to the County Joint Water Pollution Control Plant (JWPC Plant) in Carson; and*
3. *The JWPC Plant treats wastewater per regulatory standards and discharges it to the Pacific Ocean through outfalls extending 1.5 miles off the Palos Verdes Peninsula at a depth of approximately 200 feet (LACSD, 2015).*

The proposed office building at 305 S. Sepulveda Boulevard would encompass 37,174 square feet of floor space and the 330 S. Sepulveda Boulevard component would add 20,328 square feet of floor space, for a total of 57,502 square feet of new floor space. Per the wastewater generation rate described above, total estimated wastewater generation associated with the 305 S. Sepulveda Boulevard and 330 S. Sepulveda Boulevard components would be an estimated 39,311 gallons per day, or less than 0.1 percent of the remaining treatment capacity at the JWPC Plant. Therefore, the existing JWPC Plant has sufficient capacity to treat wastewater generated

by these project components and construction of a new or expanded treatment facility would not be required. Potential impacts would be less than significant.

Overall Impact. Total estimated wastewater generation associated with the entire project (all three components) would be approximately 121,694 gallons per day, or about 0.1 percent of the remaining 120 million gallons per day of treatment capacity at the JWPC Plant. Table 4.13-3 summarizes estimated wastewater generation for the three project components combined.

Table 4.13-3
Project Wastewater Generation

Project Component	Floor Space (square feet)	Wastewater Generation *	
		Gallons per Year	Gallons per Day
Hermosa Beach Components			
Design Center	100,296	17,827,614	68,568
Executive Offices	20,207	3,591,794	13,815
Manhattan Beach Components			
305 S. Sepulveda Boulevard	37,174	6,607,678	25,414
330 S. Sepulveda Boulevard	20,328	3,613,302	13,897
Total	**178,005**	**31,640,388**	**121,694**

** Based on a rate of 177.75 gallons of wastewater per square foot per year, per CalEEMod. The gallons per day estimate assumes 260 work days per year.*

The sewer mainline that the Hermosa Beach buildings would connect to is located west of the property. It is an eight inch vitrified clay pipe with the building located from upstream manhole #548 to downstream manhole#547, which is approximately 308 feet in length. There is one additional active lateral in this segment. The maximum flow rate capacity is 297.781 gallons per minute at a 6.25 inch drop/fall to downstream manhole. The sewer mainline is in good condition. The two Hermosa Beach buildings would generate an estimated 82,383 gallons of wastewater per day, which would average about 125 gallons per minute when estimated over an 11-hour period (7:00 am to 6:00 pm). This would be about 42 percent of the current capacity of the sewer main, therefore not requiring any improvements to sewer mainline. The Manhattan Beach buildings would be connected to the Voorhees Avenue Pump Station that was retrofitted in 1997. Wastewater is conveyed to the pump station by eight-inch diameter pipes that combine to one 10-inch pipe leading into the wet well. The Manhattan Beach Wastewater Master Plan (WWMP) estimates the peak dry weather flow for the station at approximately 182 gpm with the existing pump capacity at approximately 227 gpm. The WWMP recommends an upgrade to a 350 gpm capacity pumps to meet the estimated peak wet weather flow of 350 gpm.

The existing JWPC Plant has sufficient capacity to treat project-related wastewater, and the project would not require or result in construction of a new treatment facility. Therefore, potential impacts would be less than significant.

The quality of wastewater generated during construction and operation would be consistent with other commercial developments in the area and new or unique water quality constituents would not be introduced to conveyance and treatment facilities. The proposed project would not exceed wastewater treatment requirements of the Los Angeles RWQCB. Impacts would be less than significant.

Mitigation Measures. Mitigation is not required.

IMPACT 4.13-2 ***Would the project require or result in the construction of new water treatment facilities or expansion of existing facilities, or have insufficient water supplies available from existing entitlements and resources?***

All three project components would increase water demand. The combined demand increase, estimated at 157 acre-feet per year, would be served by CalWater and the City of Manhattan Beach, both of which have sufficient capacity to meet the demands of the proposed project. Impacts would therefore be ***less than significant.***

Hermosa Beach Component. The Hermosa Beach component would increase water demand at the Hermosa Beach site. The buildings on site are currently vacant but have previously been used for commercial purposes. Utilizing water demand rates from CalEEMod (177.75 gallons per square foot per year for interior use and 108.95 gallons per square foot per year for exterior use), the Hermosa Beach component's water demand would be approximately 106 acre-feet per year (AFY).

Water service to the Hermosa Beach site is provided by CalWater, Hermosa-Redondo District. As discussed in the *Setting*, CalWater's UWMP anticipates that the Hermosa-Redondo District will receive 100 percent reliability of supply even in multiple year droughts through 2030. The UWMP describes that assuming renewal of the water supply contract between West Basin MWD and CalWater, as well as the availability of normal amounts of recycled water during all years, including prolonged drought, sufficient water supplies will be available to provide the normal allotment of water (CWSC 2011).

Manhattan Beach Components. The two Manhattan Beach components would increase water demand at the Manhattan Beach sites. Two of the buildings at the 305 S. Sepulveda Boulevard site have been demolished and removed (Auto Werxstatt and Copy Shop). The 330 S. Sepulveda Boulevard site is currently used as an employee recreational area, but previously housed a car wash. The combined Manhattan Beach components' water demand would be approximately 51 AFY.

Water service to the Manhattan Beach sites is provided by the City of Manhattan Beach. As discussed in the environmental setting characterized in the *Setting*, Manhattan Beach's UWMP anticipates that the City will receive 100 percent reliability of supply even in multiple year droughts through 2030. The MBUWMP describes that assuming renewal of the water supply contract between West Basin MWD and CalWater, as well as the availability of normal amounts of recycled water during all years including prolonged drought, sufficient water supplies will be available to provide the normal allotment of water (City of Manhattan Beach 2011).

Overall Impact. The three project components would generate a combined water demand of about 157 AFY, as shown in Table 4.13-4. The three development sites have all previously been used for residential, industrial, and commercial purposes. These uses also had associated water supply requirements and were served by CalWater and the City of Manhattan Beach. Water supply requirements associated with the proposed project are consistent with projections included in the CalWater UWMP and MBUWMP. The level of demand associated with the proposed project is within the demand forecasts of CalWater and the City of Manhattan Beach, both of which have adequate supplies to meet demand at least through 2030. In addition, the UWMP and MBUWMP specifies a Water Shortage Contingency Plan and Demand Management Measures, designed to respond to drought conditions and supply shortages in order to ensure water supply reliability (CalWater 2011 and City of Manhattan Beach 2011). Therefore, although the proposed project would increase water demand, sufficient water supplies are available to serve the project from existing entitlements and resources and new or expanded entitlements would not be necessary. The increased demand in water of 157 AFY would not trigger the need to develop new water supplies or facilities for either city. Impacts related to water supply availability and reliability would be less than significant.

Table 4.13-4
Project Water Demand

Project Component	Floor Space (square feet)	Water Demand *	
		Gallons per Year	Acre-Feet per Year
Hermosa Beach Components			
Design Center	100,296	28,754,863	88.3
Executive Offices	20,207	5,793,347	17.8
Manhattan Beach Components			
305 S. Sepulveda Boulevard	37,174	10,657,786	32.7
330 S. Sepulveda Boulevard	20,328	5,828,038	17.9
Total	**178,005**	**51,034,034**	**156.6**

** Based on a rate of 177.75 gallons per square foot per year for interior water use and 108.95 gallons per square foot per year for exterior water use (for a total demand rate of 286.7 gallons per square foot per year), per CalEEMod. An acre-foot equals 325,850 gallons.*

Mitigation Measures. Mitigation is not required.

IMPACT 4.13-3 ***Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and comply with applicable regulations related to solid waste?***

The proposed project would generate an increase in solid waste generation at all three development sites. However, local solid waste disposal facilities have sufficient capacity to accommodate project-generated solid waste and all three project components would comply with applicable solid waste disposal laws and regulations. Therefore, impacts related to solid waste would be ***less than significant.***

Project construction would generate a temporary increase in solid waste generation while operation of all three project components would generate a long-term increase. Impacts associated with all three components are discussed below.

Temporary Construction Waste.

Hermosa Beach Component. During construction, an estimated 134,000 cubic yards of cut and 2,000 cubic yards of fill would be required. Due to the difference between cut and fill quantities, approximately 132,000 cubic yards of material would need to be exported and disposed of. As discussed in Section 2, *Project Description*, this equates to an estimated 9,429 total truck trips at 14 cubic yards per load over 90 to 100 days. Approximately 80 percent of construction-related demolition waste would be recycled at an offsite facility, with the remainder likely disposed of at a sanitary landfill (see Section 2, *Project Description*). This percentage could decrease incrementally if asbestos is discovered in any of the demolition material. Such material would be likely disposed of at the Clean Harbors Buttonwillow Facility, which has adequate capacity.

Manhattan Beach Component. During construction, an estimated 28,500 cubic yards of cut would be required at the 305 S. Sepulveda Boulevard site and 24,000 cubic yards of cut would be required at the 330 S. Sepulveda Boulevard site. Since no fill quantities are needed for this component, approximately 52,500 cubic yards of material would need to be exported and disposed of. As discussed in Section 2, *Project Description*, up to 1,400 cubic yards of cut would be hauled offsite per day during peak excavation activities, equating to 3,750 total truck trips at 14 cubic yards per load over approximately 35 to 40 days. At least 80 percent of construction material, by weight, would be recycled (see Section 2, *Project Description*).

Overall Project. Table 4.13-5 shows the solid waste generation for the individual components and the combined project. The estimated remaining capacity of the El Sobrante Landfill is 170 million tons and has an expected lifespan of about 60 years, as of December 31, 2014 (County of Los Angeles 2015). In addition, the estimated remaining capacity of the Mid-Valley Sanitary Landfill is 67.5 million cubic yards (CalRecycle 2015). Therefore, area landfills have enough capacity to accommodate solid waste from all three project components.

Table 4.13-5
Construction Solid Waste Generated by the Project

Component	Cut (cubic yards)	Fill (cubic yards)	Excess (cubic yards)
Hermosa Beach Component	134,000	2,000	132,000
Manhattan Beach Components			
305 S. Sepulveda Boulevard	28,500	0	28,500
330 S. Sepulveda Boulevard	24,000	0	24,000
Total	**196,500**	**5,200**	**191,300**

Source: Skechers Project Description, 2017.

Long Term Operational Waste.

Hermosa Beach Component. With full implementation of the Hermosa Beach component, this site would be occupied by an estimated 430 employees. Commercial- and business-related solid waste would be generated over the lifetime of the project. The solid waste generation rate is estimated at 0.93 tons per 1,000 square feet of building area per year, per CalEEMod. Assuming that employees work at the Design Center and Executive Offices five days per week, 52 weeks per year, solid waste would be generated over 260 days per year. Based on these factors, total solid waste generation is estimated at 112.1 tons per year or 0.43 tons per day. Solid waste generated during operation of the project would be typical of that associated with a commercial office development, which is predominately comprised of paper materials that can be diverted from landfills.

As described in Section 4.13.1 (d), the majority of solid waste collected in Hermosa Beach in 2013 was diverted to the Mid-Valley Sanitary Landfill, which has an estimated approximate lifespan of 45 years. The Mid-Valley Sanitary Landfill is a solid waste disposal facility located in the City of Rialto in the County of San Bernardino. Permitted maximum throughput for the landfill is 7,500 tons per day, although average daily throughput is approximately 2,650 tons per day, or approximately 35 percent of the permitted throughput (CalRecycle, 2015; San Bernardino County, 2015). As of September 2009, total remaining capacity of the Mid-Valley Sanitary Landfill was 67,520,000 cubic yards, or approximately 66.6 percent of the total maximum capacity of 101,300,000 cubic yards (CalRecycle, 2015). As noted above, the Hermosa Beach component would generate an estimated 0.43 tons of solid waste per day, which is less than 0.01 percent of the landfill's remaining daily throughput capacity of 4,850 tons per day.

Manhattan Beach Components. With full implementation of the 305 S. Sepulveda Boulevard component, the building would house approximately 150 office workers and provide office space for back office corporate functions. The expansion at 330 S. Sepulveda Boulevard would increase occupancy by 75 employees, bringing the total occupancy of the 330 S. Sepulveda Boulevard component to 225 people. The building would provide space for retail, real estate, and construction office functions. Based on a rate of 0.93 tons per 1,000 square feet of building area per year and 260 work days per year, the Manhattan Beach components would generate an estimated 53.5 tons of solid waste per year and about 0.20 tons per day. Solid waste generated during operation and maintenance of the project would be typical of that associated with a commercial office development, which is predominately comprised of paper materials that are easily diverted from landfills.

As described the *Setting*, solid waste collected in Manhattan Beach is sent to the El Sobrante Landfill, which has an estimated remaining capacity of 170 million tons and an expected design lifespan of about 60 years, as of December 31, 2014 (County of Los Angeles 2015). As noted above, the Manhattan Beach components would generate an estimated 0.2 tons of solid waste per day, which is less than .01 percent of the landfill's remaining daily throughput capacity of 4,850 tons per day.

Overall Project. Table 4.13-6 shows the solid waste generation for the individual components and the combined project.

Table 4.13-6
Long Term Solid Waste Generated by the Project

Component	Size (square feet)	Waste Generated per Year (tons)	Waste Generated per Day (tons)
Hermosa Beach Component	120,503	112.1 tons	0.43
Manhattan Beach Component	57,502	53.5 tons	0.21
305 S. Sepulveda Boulevard	37,174	34.6 tons	0.13
330 S. Sepulveda Boulevard	20,207	18.9 tons	.07
Total	**178,005**	**165.5 tons**	**0.84 tons**

Based on a rate of 0.93 tons per 1,000 square feet per year, per CalEEMod. The daily waste generation assumes 260 work days per year.

As discussed in the *Setting*, laws and regulations relevant to solid waste include the California Integrated Waste Management Act, which requires the diversion of at least 50 percent of solid wastes from landfill facilities, and Assembly Bill 341, which set a state-wide goal of diverting 75 percent of solid wastes to recycling facilities by 2020. As mentioned, up to 90 percent of construction waste would be diverted to recycling facilities. In addition, the project applicant is seeking Leadership in Energy and Environmental Design (LEED) Gold Certification to maximize sustainability potential including through the minimization of solid waste generation. Measures proposed to meet LEED Gold Certification requirements include site location, indoor and outdoor water efficiency, energy efficiency, renewable energy production, construction waste management, and green materials for high indoor environmental quality; implementation of these measures will reduce the quantity of solid waste sent to area landfills during both construction and operation/maintenance of the proposed project. The LEED goal for consumable waste is to reuse, recycle, or compost 50 percent of the ongoing consumables waste stream. The project would be in compliance with laws, regulations, and standards associated with solid waste. The estimated solid waste generation in Table 4.13-6 utilizes the generation rate from CalEEMod, without any reduction through LEED certification.

In addition to the available capacity of the Mid-Valley Sanitary Landfill, the Los Angeles County Public Works Department has determined through review of all landfills in the area that the landfills have remaining or anticipated capacity ranging from approximately one to 41 years (County of Los Angeles, 2013). Through various combinations of planning options, the County has determined that jurisdictions will be able to meet disposal needs through the 15-year planning period by pursuing the following strategies: expand existing landfills; study, promote, and develop conversion technologies; expand transfer and processing infrastructure; develop a waste-by-rail system; and maximize waste reduction and recycling (County of Los Angeles 2012). Therefore, it is anticipated that the proposed project would be served by a landfill with sufficient permitted capacity.

Mitigation Measures. Mitigation is not required.

c. Cumulative Impacts. Other projects in the cumulative scenario would have impacts to utilities and service systems similar to those of the proposed project and would be subject to the same laws and regulations to avoid or minimize adverse effects associated with solid waste, wastewater, stormwater drainage, and water supply. Cumulative demands on wastewater, water, and solid waste utilities are shown in Table 4.13-7. The cumulative projects identified in Table 3-1 in Section 3, *Environmental Setting*, would generate about 76,000 gallons of wastewater per day, well within the 120 million gallons per day capacity of the wastewater treatment facility. These same projects would demand about 118 acre-feet of water per year, which is less than 1 percent of the combined annual supply for Hermosa Beach and Manhattan Beach. Cumulative projects would generate an estimated 1,418 tons of solid waste per year, or just under 4 tons per day. This amount of solid waste would not have a significant impact on the estimated remaining capacity of 170 million tons at the El Sobrante Landfill or 67,520,000 cubic yards at the Mid-Valley Sanitary Landfill. As described above, the proposed project would not result in significant impacts to utilities and service systems, and sufficient capacity, services, and resources are currently available in the project area to accommodate the proposed project. Based on the above, the cumulative impacts related to utilities and service systems from the project in combination with cumulative development would not be significant.

Table 4.13-7
Cumulative Utility Demands

Project Name/Location	Size Of Use	Water Use (gallons/year)	Wastewater Generated (gallons/year)	Solid Waste (tons/year)
Clash Hotel	**30 hotel rooms**	**845,559**	**761,003**	**17**
906 Hermosa Avenue	8,870 sf office	2,543,029	1,576,643	8
824 1st Street	3,000 sf office	860,100	533,250	3
Strand and Pier Hotel	100 hotel rooms	2,818,530	2,536,677	55
	5,406 sf retail,	646,013	400,585	23
	8,213 sf restaurant	2,652,045	2,492,922	7
	(9,300 less existing restaurant)	-3,003,046	-2,822,864	8
	(6,000 sf less existing retail)	-716,996	-444,600	26
Hope Chapel /Lazy Acres Grocery Market Project	32,191 sf church	2,582,619	1,007,221	183
	30,078 sf grocery market use	3,803,429	3,707,655	170
	(15,000 less existing office)	-4,300,500	-2,666,250	-14
	(29,653 less existing recreation)	NA	NA	NA
OTO Development Hotel	100 hotel rooms	2,818,530	2,536,677	55
Transpacific Submarine Fiber Optic Cable Systems	Industrial	NA	NA	NA
Subtotal – Hermosa Beach		**11,633,333**	**8,881,783**	**428**
Manhattan Village Mall Expansion	110,000 sf commercial retail and parking use	13,144,922	8,151,000	473
1113 Artesia Boulevard	12,000 sf grocery store use	1,517,426	1,479,216	68
865 Manhattan Beach Boulevard	15,000 sf general office,	4,300,500	2,666,250	14
	700 SF deli use	226,037	212,471	8
1000 N. Sepulveda Boulevard	23,050 sf medical office,	3,443,244	2,892,314	249
	665 SF pharmacy,	75,561	46,848	2
	1,715 sf coffee shop	553,791	520,554	20
	(5,400 sf less existing restaurant)	-1,743,704	-1,639,082	-5

Gelson's Market 707 North Sepulveda Boulevard (SR 1)	27,500 sf grocery market use	3,477,436	3,389,870	155
	7,000 sf bank	2,006,900	1,244,250	7
	(31,720 less existing auto care)	-4,813,311	-2,984,253	-121
1800 Manhattan Beach Boulevard	3,000 sf general office,	860,100	533,250	3
	(3 less dwelling units)	-318,688	-195,462	-4
2205 N. Sepulveda Boulevard	4,700 sf general office,	1,347,490	835,425	4
	(1,040 less existing hair studio)	-298,168	-184,860	-1
1762 Manhattan Beach Boulevard	1,800 sf medical office	516,060	319,950	2
	1 dwelling unit	106,230	65,155	0
	1 less existing single family residence	-106,229	-65,154	-1
757 Manhattan Beach Boulevard	5 dwelling units	531,152	325,775	2
	(6 less existing apartment units)	-637,382	-390,930	-3
1101 Aviation Boulevard	5,000 sf medical office use	746,908	627,400	54
1129 N. Sepulveda Boulevard	2,000 sf retail use	238,999	148,200	9
1100 Manhattan Beach Boulevard	13,000 sf retail use	1,553,491	963,300	56
Subtotal – Manhattan Beach		**26,728,762**	**18,961,486**	**990**
Annual Total (both cities)		**38,362,095 gallons (118 acre-feet)**	**27,843,270 gallons (76,283 gallons/day)**	**1,418 tons (3.9 tons/day)**

Source: Use and generation rates are land use specific and are from CalEEMod version 2013.2.2. Below is the list of rates used.

Land Use	***Water Use (gallons/SF/year)***	***Waste Water (gallons/SF/year)***	***Solid Waste (tons/1,000 SF/year)***
General Office	*286.70*	*177.75*	*0.93*
Retail	*119.50*	*74.10*	*4.3*
Restaurant	*322.91*	*303.53*	*0.91*
Church	*80.23*	*31.29*	*5.7*
Grocery Market	*126.45*	*123.27*	*5.64*
Fast Food	*322.91*	*303.53*	*11.52*
Medical Office	*149.38*	*125.48*	*10.8*
Pharmacy	*113.63*	*70.45*	*3.01*
Auto Care	*151.74*	*94.08*	*3.82*

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5 OTHER CEQA-REQUIRED DISCUSSIONS

This section discusses growth-inducing impacts and energy impacts that would be caused by the project, and summarizes the significant and unavoidable impacts of the project.

5.1 GROWTH INDUCING EFFECTS

Section 15126.2(d) of the *CEQA Guidelines* require a discussion of a project's potential to induce growth by, for example, fostering economic or population growth, or removing an obstacle to growth. Growth does not necessarily create significant physical changes to the environment. However, depending upon the type, magnitude, and location of growth, it can result in significant adverse environmental effects. The project's growth-inducing potential is therefore considered significant if growth induced by the project could result in significant physical effects in one or more environmental issue areas.

5.1.1 Population Growth

The 2016 population of Hermosa Beach is estimated at 19,801 persons. The city's current housing stock includes an estimated 10,084 units. The average household size in Hermosa Beach is about 2.09 persons per unit (California Department of Finance, 2016). The 2016 population of Manhattan Beach is estimated at 35,297 persons. The city's current housing stock includes an estimated 14,920 units. The average household size in Manhattan Beach is about 2.56 persons per unit (California Department of Finance, 2016). Combined, the two cities have a population of 55,098 and a housing stock of 25,004 units.

None of the project components would directly provide any additional housing in either Hermosa Beach or Manhattan Beach, but the new jobs associated with the project could attract people to either city. As discussed in Section 4.11, *Population and Housing*, based on required annual household income data shown in Table 4.11-6 about 4 percent of new Skechers employees may live in Hermosa Beach. Manhattan Beach has somewhat higher housing costs, however the housing stock si about 48 percent larger and it is anticipated that about 4 percent of new employees may live in Manhattan Beach. Assuming that 4 percent of future Skechers employees would live in Manhattan Beach and 4 percent in Hermosa Beach, 26 new employees are estimated to reside in each city. SCAG forecasts that the population of Manhattan Beach will be 35,400 in 2020 and the population of Hermosa Beach will be 19,700 persons. Thus, 26 newresidents in each jurisdiction would represent a population increase in about 0.1 percent. Such population growth is within the forecast growth for both cities; therefore, the project would not be growth inducing.

5.1.2 Economic Growth

Construction of all three project components would generate temporary employment opportunities, which would draw workers from the existing regional work force. It would also add long-term employment opportunities associated with operation of all three project components. Table 5-1 shows the potential increase in long-term jobs as a result of the project.

As discussed in Section 4.11, *Population and Housing*, the 655 new jobs associated with the three project components would be within SCAG population growth forecasts for Hermosa Beach

and Manhattan Beach (see Section 4.11 for more details). Therefore, the project would not be growth-inducing with respect to jobs and the economy. The jobs generated by the three project components would be expected to have general benefits to the local economy by providing employment opportunities and increasing the customer base for existing local businesses.

Table 5-1
Maximum Number of Residents That Would Reside in Hermosa Beach or Manhattan Beach

Project Component	Number of New Employees
Hermosa Beach	430
305 S. Sepulveda Boulevard	150
330 S. Sepulveda Boulevard	75
Total	**655**

5.1.3 Removal of Obstacles to Growth

All three development sites are located in a fully urbanized area that is well served by existing infrastructure. As discussed in Section 4.13, *Utilities and Service Systems,* existing utilities are adequate to serve the project. All three project components would need to connect to water, sewer, and drainage infrastructure, but such connections would be designed specifically to serve the project components and would not involve any system expansion that would facilitate additional growth.

No new or widened/expanded roads are proposed. Section 4.12, *Transportation and Circulation*, includes several mitigation measures that would incrementally improve traffic flow along SR 1. By improving the overall operation of the road network, these enhancements could theoretically facilitate more growth than could otherwise occur. However, as discussed in Section 4.12, many of the identified system enhancements would likely be infeasible. Moreover, even if all identified measures are implemented, the improvement to overall system operation would be incremental, with many intersections along SR 1 remaining at unacceptable levels of service. Consequently, any growth inducement related to transportation system enhancements would not be substantial.

The project would provide a surplus of parking beyond Code requirements. As shown in Table 5-2, each component would provide surplus parking and the overall surplus for the three components would be 247 spaces. This surplus of parking could potentially accommodate more employees than are currently proposed. However, the intent of providing surplus parking is to ensure that adequate onsite parking is available at all three sites so that Skechers employees do not have an incentive to instead park on nearby residential streets. In addition, onsite parking would be exclusively for Skechers employees so would not accommodate further physical growth or development beyond the currently project. Consequently, the proposed surplus of parking is not expected to facilitate substantial growth beyond the currently project.

Table 5-2
Surplus Parking

Project Component	Required Parking Spaces	Proposed Parking Spaces	Surplus Spaces
Hermosa Beach	488	609	121
305 S. Sepulveda Boulevard	124	199	75
330 S. Sepulveda Boulevard	330	381	51
Total	**942**	**1,189**	**247**

Because all three project components involve redevelopment in an urbanized area and none require the extension of new infrastructure through undeveloped areas, project implementation would not remove an obstacle to growth.

5.2 ENERGY EFFECTS

Public Resources Code Section 21100(b)(2) and Appendix F of the *CEQA Guidelines* require that EIRs include a discussion of the potential energy consumption and/or conservation impacts of projects, with particular emphasis on avoiding or reducing inefficient, wasteful, or unnecessary consumption of energy.

All three project components would involve the use of energy during the construction and operational phases of the project. Energy use during the construction phase would be in the form of fuel consumption (e.g., gasoline and diesel fuel) to operate heavy equipment, light-duty vehicles, machinery, and generators for lighting. In addition, temporary grid power may also be provided to any temporary construction trailers or electric construction equipment. Long-term operation of the project would require permanent grid connections for electricity and natural gas service to power internal and exterior building lighting, and heating and cooling systems.

Southern California Edison (SCE) would provide electricity service for the project. SCE's power mix consists of approximately 20 percent renewable energy sources (wind, geothermal, solar, small hydro, and biomass) (SCE, 2015). Gas service would be provided by the Southern California Gas Company. According to SCG (https://www.socalgas.com/smart-energy/benefits-of-natural-gas/affordable-abundant-domestic), natural gas is available in abundance domestically, with sufficient natural gas, in its traditional form, to meet the country's demand for more than 100 years.

California used 296,843 gigawatt-hours (GWh) of electricity in 2014 (CEC, 2015) and 2,313 billion cubic feet of natural gas in 2012 (CEC, 2012). Californians presently consume over 18 billion gallons of motor vehicle fuels per year (CEC, 2016).

As discussed previously in Section 4.2, *Air Quality,* and Section 4.6, *Greenhouse Gas Emissions*, all three project components would involve the use of energy during construction and operation. Energy use during the construction phase would be in the form of fuel consumption (e.g.,

gasoline and diesel fuel) to operate heavy equipment, light-duty vehicles, machinery, and generators for lighting. In addition, temporary grid power may also be provided to any temporary construction trailers or electric construction equipment. Long-term operation of the project would require permanent grid connections for electricity and natural gas service to power internal and exterior building lighting, and heating and cooling systems. See Table 5-3 for a comparison of existing, proposed, and community energy use. In addition, the increase in vehicle trips associated with all three project components would increase fuel consumption. For an estimate of the increase in GHG emissions associated with the increase in vehicle trips, which is proportional to energy usage, see Section 4.6 *Greenhouse Gas Emissions*

Table 5-3
Comparison of Existing, Proposed, and Community Energy Use

Property		Existing Electricity Use[1] (kWh)	Predicted Electricity Use[2] (kWh)	Percent Change in Electricity Use	Energy Use in the City (kWh) [3,4]	Project's Percentage of Community Energy Use
Hermosa Beach	3001 Pacific Coast Highway	N/A	193,851	N/A	99, 584,682	1.2%
	2901 Pacific Coast Highway	N/A	1,056,182	N/A		
Manhattan Beach	330 S. Sepulveda Boulevard	26,057	210,360	88%	326,184,615	0.2%
	305 S. Sepulveda Boulevard	504,976	402,550	-25%		

[1] *Existing energy use at the Manhattan Beach sites was estimated using California Emissions Estimator Model (CalEEMod) version 2013.2.2 (see Appendix C for calculations). Energy use was not estimated for the vacant buildings on the Hermosa Beach sites.*

[2] *Predicted energy use was calculated using QUEST 3.65, an energy modeling software. Resuts provided by Glumac (See Glumac memorandum in Appendix C).*

[3] *Resdiential and Commercial/Industrial Activity Data from 2012 in Table 22 in Hermosa Beach Energy Efficiency Climate Action Plan.*

[4] *Residential and Commercial/Industrial Activity Data from 2012 in Table 13 in Manhattan Beach Energy Efficiency Climate Action Plan.*

All three project components would be subject to the energy conservation requirements of the California Energy Code (Title 24 of the California Code of Regulations, Part 6) and the California Green Building Standards Code (24 CCR part 11) as well as the Cities' green building ordinance (HBMC Chapter 15.48 and MBMC Ordinance No. 13-0027). Hermosa Beach is in the process of implementing community-wide carbon neutrality goals via an updated Climate Action Plan (CAP). The project is contains various features to reduce it's carbon use. One way the project is aiming to reduce it's energy use is by aiming to achieve LEED Gold certification, which includes installation of solar panels, reflective glass, and other energy saving features to achieve certification. In addition to the LEED certification, the project would include energy conservation measures such as bicycle parking, electric vehicle (EV) charging stations, designated car pool and van pool parking, designated parking spaces for EV and low carbon vehicles (more than required by City Code), a lunchtime shuttle from the project site to

downtown Hermosa Beach and Manhattan Beach and a Transportation Demand Management (TDM) plan (as described in Mitigation Measure 4.12-2 [g]). See Section 2.0, *Project Description,* for full list of energy conservation measures. These features along with adherence to City of Hermosa Beach and Manhattan Beach energy efficiency standards and other energy conservation requirements would ensure that energy is not used in an inefficient or wasteful manner.

5.3 UNAVOIDABLY SIGNIFICANT IMPACTS

Section 4, *Environmental Impact Analysis*, analyzes potential environmental impacts in each of 13 issue areas. The analysis identifies a number of significant impacts, most of which can be mitigated to below a level of significance through implementation of identified mitigation measures. However, the project would have the following unavoidably significant impacts:

- ***Transportation and Circulation*** *– temporary construction-related impacts at the SR 1/30th Street, SR 1/Keats Street, and SR 1/Tennyson Street intersections; long-term operational impacts at three intersections along SR 1 based on City of Hermosa Beach, City of Manhattan Beach, or Caltrans thresholds (SR 1 / Duncan Avenue-Duncan Drive, SR 1 30th Street, and SR 1 / Keats Street)*

- ***Noise*** *– temporary construction-related impacts at the Hermosa Beach site due to exposure of noise-sensitive residential and day care uses to noise exceeding current City standards during portions of the 30-month construction period*

Mitigation has been identified for the above impacts. However, the feasibility of transportation measures is not known because improvements along SR 1 would require Caltrans approval and the traffic signals required to fully mitigate impacts at the SR 1/Duncan Avenue-Duncan Drive, SR 1/30th Street, and SR 1/Keats Street intersections in particular may not all be feasible. In addition, if the SR 1/Keats Street traffic signal is not implemented, the project's impact at the SR 1/Tennyson Street intersection would remain significant. Construction noise measures would reduce impacts to receptors near the Hermosa Beach site to the degree feasible, but not to below a level of significance based on current City standards.

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6 ALTERNATIVES

This section discusses the potential for feasible project alternatives to avoid or substantially lessen any of the project's significant effects while also attaining most of the project's basic objectives. Based on the assessment of impacts in Section 4, *Environmental Impact Analysis*, the project would have significant and unavoidable effects related to Transportation and Circulation (temporary but prolonged construction-related impacts at three intersections and long-term operational impacts at up to three intersections) and Noise (temporary but prolonged noise during the construction phase impacting residential and day care uses). All other environmental impacts of the project would either be less than significant or mitigated to a less than significant level by measures provided in Section 4.

The analysis in this section examines three alternatives: (1) development of the site for a commercial retail use (allowed under current zoning); (2) two variations on a reduced version of the proposed project (lesser intensity that would accommodate fewer employees); and (3) no project (which must be discussed to comply with CEQA). In addition, several other conceptual alternatives are identified, but eliminated because they are found to be infeasible or because they clearly would not avoid or substantially lessen significant impacts. The analysis finds that development of the site with commercial retail use would generate ***more*** traffic than the proposed project. It would also (as a consequence) introduce significant impacts related to air quality and greenhouse gas emissions. The Reduced Project Size alternative studied herein would reduce project-generated traffic, but not to the degree that it would eliminate the significant impacts at the three intersections at which new traffic signals are proposed as mitigation. Moreover, the Reduced Project Size alternative may not meet project objectives related to creating facilities with sufficient space to meet current and future needs and generating 655 jobs in the local community. Elimination of the project's significant and unavoidable traffic effects is achievable ***only*** if the alternative were reduced to a level that would clearly make it too small to meet key project objectives (a reduction in project traffic of at least 98 percent would be needed to avoid all significant impacts at the intersections where mitigation involves a new traffic signal). Among the alternatives considered, but rejected is the development of the project at an alternative location. This alternative is found to be infeasible for several reasons and is unlikely to result in a net reduction of impacts.

The difficulty of identifying feasible alternatives that '*substantially lessen or avoid significant effects*' is largely the result of two factors. The first of these is that the impacts assessment of this EIR provides feasible mitigation measures that in most cases achieve the CEQA objective of avoiding significant impacts or reducing them to a less than significant level. The second factor is that those impacts that remain significant (even with all feasible mitigation measures imposed) are by their nature difficult to fully avoid or mitigate. It is also important to keep in mind that the EIR does identify measures that would fully mitigate all of the project's significant traffic-related impacts, but that these measures cannot be relied on with certainty because their implementation falls within the jurisdiction of a separate agency (Caltrans). In addition, the adverse temporary effect of construction phase noise on nearby land uses is substantially lessened by mitigation measures provided in the Noise section, though full mitigation cannot be achieved within the practical limits of the site and its setting.

Section 15126.6 of the CEQA Guidelines requires an EIR to describe a reasonable range of alternatives to a project or to the location of a project which could feasibly attain most of its

basic objectives but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. Criteria used to evaluate the range of alternatives and remove certain alternatives from further consideration are described below. The CEQA Guidelines, Section 15126.6, provides direction for the discussion of alternatives to the Proposed Project. This section requires:

- *A description of "...a range of reasonable alternatives to the project, or to the location of a Project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives" (15126.6(a)).*
- *A setting forth of alternatives that "...shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project" (15126.6(f)).*
- *A discussion of the "No Project" alternative, and "...If the environmentally superior alternative is the "No Project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives" (15126.6(e)(2)).*
- *A discussion and analysis of alternative locations "…that would substantially lessen any of the significant effects of the project need to be considered for inclusion in the EIR" (15126.6(f)(2)(B)).*

This document has used an alternative screening analysis to define a reasonable range of alternatives to be evaluated in the EIR. The alternative screening analysis provides an explanation of why some of the alternatives were rejected from further analysis and assures that only the environmentally advantageous alternatives are evaluated and compared in the EIR. In defining the feasibility of alternatives, the CEQA Guidelines state:

> *Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (Section 15126.6(f)(1)).*

CEQA states that alternatives should "…*attain most of the basic objectives of the project* ..." (Section 15126.6(a)). If an alternative was found not to obtain most of the basic objectives, then it was also eliminated.

The analysis that follows compares impacts of project alternatives against those of the proposed project. Although the analysis notes incremental differences in impacts, CEQA stresses the importance of focusing on differences that ***substantially lessen or avoid significant impacts*** that are otherwise considered unavoidable. Incremental differences identified in the analysis are those that are slightly more or less than the impacts of the proposed project. However, none of the incremental differences identified in the comparative analysis below are judged to ***substantially*** lessen a significant unavoidable impact. As noted in Table 6-7, only major differences in impacts are considered in the final comparison of alternatives, *i.e.*, differences that substantially lessen an unavoidable significant impact, or lead to a change in finding from 'significant and unavoidable' to 'less than significant'.

6.1 SUMMARY OF STUDIED ALTERNATIVES

As discussed in Section 2, *Project Description*, the objectives for the proposed project are as follows:

- *Develop a new Design Center to display Skechers shoes in modern state of the art showrooms in one location.*
- *Create facilities providing sufficient space for additional offices to meet current and future needs as well as showrooms that would be used during conference events hosted by Skechers approximately twice per year.*
- *Maintain proximity to the existing Skechers campus and the Los Angeles International Airport.*
- *Generate 655 new jobs in the cities of Hermosa Beach and Manhattan Beach.*
- *Achieve LEED Gold Certification for all three project components.*
- *Create a consistent pattern of development along SR 1 that matches the existing Skechers campus and redevelops three underutilized sites.*

As noted above, this analysis includes three alternatives, including the CEQA-required "no project" alternative. Alternatives have been developed to provide a reasonable range of options to consider that would help decision makers and the public understand the general implications of revising or eliminating certain components of the proposed project.

The following alternatives are evaluated in this EIR:

- ***Alternative 1:*** *No Project/No Development*
- ***Alternative 2:*** *Commercial Retail (replacing the commercial office buildings with retail uses built in accordance with existing zoning)*
- ***Alternative 3:*** *Reduced Project Size (two options: 3A and 3B)*

The potential environmental impacts of each evaluated alternative are analyzed in sections 6.2 through 6.4. Section 6.5 discusses alternatives considered, but rejected from further consideration. These are alternatives that were determined to be infeasible or undesirable, or were determined to not reduce any significant impact compared to the project's identified impact. This list of rejected alternatives is provided to demonstrate the full range of alternatives that has been considered.

Table 6-1 compares the development characteristics of the proposed project to the alternatives 3A, and 3B. Alternative 1 would involve no new development. Alternative 2 is summarized in Table 6-2. A more detailed description of the alternatives is included in the impact analysis for each alternative.

Table 6-1
Comparison of Project Alternatives' Buildout Characteristics

	Proposed Project	Reduced Project Size (Alternative 3A)	Reduced Project Size (Alternative 3B)
Design Center	100,296 sf	86,255 sf	92,000 sf
Retail	--	--	--
Coffee Shop	998 sf	858 sf	0 sf
Office	76,711 sf	65,971 sf	67,004
Overall SF	178,005 sf	153,035 sf	168,711 sf
Parking	736 spaces	736 spaces	736 spaces
Parking Levels	3-4	3-4	3-4
Building Stories	2-3	2-3	2-3
Building Height	30-35 feet	30-35 feet	30-35 feet

SF = square feet

6.2 ALTERNATIVE 1: NO PROJECT/NO DEVELOPMENT

6.2.1 Description

This alternative, required by CEQA, assumes that none of the project components are constructed and all three development sites remain in their current condition. The Hermosa Beach site and the 305 S. Sepulveda Boulevard site are developed with vacant commercial buildings that could be reoccupied under this alternative.

6.2.2 Impact Analysis

a. Aesthetics. Under the No Project/Development Alternative, all three sites would remain in their current condition with primarily vacant commercial building and one vacant lot (330 S. Sepulveda Boulevard site). While the proposed project (all three components) would generally improve the visual quality of all three development sites with updated architecture, design features, and landscaping, they would increase development intensity/height and associated blockage of views and shadowing as compared to current conditions. Although aesthetic impacts of the three project components would not be significant, this alternative's impact would be incrementally lower. No impact would occur and mitigation would not be required.

b. Air Quality. Under this alternative, no construction would take place on any of the three development sites and all construction-related emissions would be avoided. Although the impacts of project construction would not exceed SCAQMD significance thresholds, impacts associated with this alternative would be lower than those of the proposed project. Mitigation would not be required.

In the long term, this alternative would generate no emissions (although reoccupation of existing buildings could eventually generate emissions). Therefore, although the impacts of the proposed project would not exceed SCAQMD regional thresholds or conflict with the

SCAQMD's AQMP, this alternative's impact would be incrementally lower. Mitigation would not be required.

c. Biological Resources. This alternative would have no impact to mature trees or associated biological resources (bird nests). As discussed in Section 4.3, *Biological Resources*, the 305 S. Sepulveda Boulevard and 330 S. Sepulveda Boulevard components have the potential to affect migratory birds due to the removal of mature landscape trees. Therefore, although proposed mitigation would reduce project impacts to a less than significant level, this alternative's impact would be lower and mitigation would not be required.

d. Cultural Resources. This alternative would involve no ground disturbance and, as such, would have no potential for impacts to cultural resources. As discussed in Section 4.4, *Cultural Resources,* no cultural resources are known to be present on any of the three development sites, but construction of all three project components would involve ground-disturbing activities with the potential to unearth or adversely impact previously unidentified archaeological resources, paleontological resources, and/or human remains. Therefore, although proposed mitigation would reduce project impacts to a less than significant level, this alternative's impact would be lower and mitigation would not be required.

e. Geology & Soils. This alternative would have no impact with respect to geology and solids. As discussed in Section 4.5, *Geology and Soils,* seismically-induced ground shaking in the project area could cause ground failure, liquefaction, and risk to human health and safety in all of the three project components. All three project components would be required to comply with California Building Code requirements and require final geotechnical investigation, which address stability issues and soil integrity. Therefore, although proposed mitigation would reduce project impacts to a less than significant level, this alternative's impact would be incrementally lower and mitigation would not be required. However, the proposed project would replace older structures with new structures built to current seismic standards and, therefore, may reduce seismic hazards in the long term.

f. Greenhouse Gas Emissions. This alternative would not generate GHG emissions or conflict with adopted plans or policies related to GHG emissions reduction. As discussed in Section 4.6, *Greenhouse Gas Emissions*, the proposed project would generate emissions, but would not conflict with applicable GHG plans or policies. Although the project's impact would not be significant, this alternative's impact would be incrementally lower and mitigation would not be required. It should be noted, however, that the proposed project would generally implement many SCAG and Hermosa Beach/Manhattan Beach goals pertaining to GHG emissions by providing jobs in proximity to housing and more efficiently using already developed areas along a major transportation corridor.

g. Hazards and Hazardous Materials. This alternative would have no impact with respect to hazards or hazardous materials. As discussed in Section 4.7, *Hazards and Hazardous Waste*, the Hermosa Beach site currently has contaminated soil and both the Hermosa Beach site and the 305 S. Sepulveda Boulevard site have buildings that could contain asbestos that could potentially be released during demolition. Although proposed mitigation would reduce the project's impact to a less than significant level, this alternative's impact would be lower and mitigation would not be required. It should be noted, however, that this alternative would not

result in the remediation of existing potential hazards that would occur with the proposed project. Therefore, long-term hazards may be greater under this alternative.

h. Hydrology and Water Quality. This alternative would have no impact with respect to hydrology or water quality. The proposed project would potentially generate surface runoff and increase pollutants in stormwater during construction, but development at all three sites would be required to comply with current NPDES and associated local requirements. These do not allow increases in peak storm runoff and include a range of measures aimed at improving surface water quality. Overall this alternative's impact would be comparable to that of the proposed project, though implementation of the no project alternative would not include the stormwater control enhancements that would occur with the proposed project.

i. Land Use and Planning. This alternative would have no impact with respect to land use and planning. As discussed in Section 4.9, *Land Use and Planning*, all three project components would be consistent with most applicable Hermosa Beach and Manhattan Beach plans and policies, but may conflict with certain policies related to maintain traffic levels of service along SR 1. Therefore, although the proposed project's impact would be less than significant overall, this alternative's impact would be lower and mitigation would not be required. It should be noted, however, that this alternative would not meet any of the project objectives, some of which would implement Hermosa Beach and Manhattan Beach plans and policies by providing infill development that is consistent with applicable height and intensity restrictions and creates jobs along a major transportation corridor.

j. Noise and Vibration. This alternative would have no temporary or long-term noise impact. As discussed in Section 4.10, *Noise*, the proposed project would not have significant long-term impacts, but the Hermosa Beach component would have significant and unavoidable noise impacts during construction. This alternative would avoid this significant and unavoidable temporary impact and mitigation would not be required. The adverse, but less than significant long-term traffic impact of all three project components and the significant, but mitigable operational impacts of the Hermosa Beach component would also be avoided. It should be noted, however, that this alternative would not provide the barrier to noise from SR 1 that would be created by implementation of the new structures at all three development sites and, therefore, would not reduce SR 1 related traffic noise for residences behind the three sites as would occur under the proposed project.

k. Population and Housing. This alternative would have no impact with respect to population and housing. As discussed in Section 4.11, *Population and Housing*, development of the proposed project would add an estimated 655 employees, including 430 in Hermosa Beach and 225 in Manhattan Beach. These new jobs may induce a limited number of people to relocate to Hermosa Beach or Manhattan Beach. Therefore, although the job and population growth associated with the proposed project would be within SCAG forecasts and less than significant, this alternative's impact would be lower. As with the proposed project, mitigation would not be required.

l. Transportation and Circulation. Under the No Project/Development Alternative, no transportation or circulation impacts would occur. Temporary significant and unavoidable traffic delays associated with construction activities would be eliminated and the significant and unavoidable long-term impacts associated with the proposed project would also be

avoided. Mitigation proposed to address project impacts would not be required and the unavoidable significant impacts of the proposed project would not occur. This alternative's impact would be less than that of the proposed project.

m. Utilities and Service Systems. No impact to utilities or service systems would occur under this alternative. As discussed in Section 4.13, *Utilities and Service Systems*, all three project components would increase water demand and wastewater and solid waste generation. Such increases would not exceed system capacity and impacts would be less than significant. Nevertheless, this alternative's impact would be lower and mitigation would not be required.

6.3 ALTERNATIVE 2: COMMERCIAL RETAIL ALTERNATIVE

6.3.1 Description

This alternative would involve substituting the proposed commercial office buildings with retail uses built in accordance with existing zoning (C-3 zone for the Hermosa Beach site and CG zone for the two Manhattan Beach sites). The table below shows the size of the retail buildings that could be constructed on each of the three development sites under existing Hermosa Beach and Manhattan Beach development standards. Combined, development of the three sites under this alternative would entail 185,566 square feet of retail development. It is assumed that 25 percent of the retail development would be restaurants. The purpose of this alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of utilizing the area for a different land use that is allowed under the current General Plan land use designations and zoning for the three sites.

Table 6-2
Commercial Retail Alternative Buildout

Site	Site Size	Max. FAR	Total Building Area	Max. Height	Landscaping
Hermosa Beach Site	1.44 acres	1.0	62,727 sf	35' (3 stories)	10' rear (8' + 1' for each story above 1)
305 S. Sepulveda Boulevard Site	0.65 acres	1.5	42,471 sf	30' (2 stories)	8% of site
330 S. Sepulveda Boulevard Site	1.23 acres	1.5	80,368 sf	30' (2 stories)	8% of site
Total			**185,566 sf**		

This alternative's impacts related to biological resources, cultural resources, geology and soils, hazards/hazardous materials, and hydrology/water quality would be the same as those of the proposed project. The other issues studied in this EIR are discussed below.

6.3.2 Impact Analysis

a. Aesthetics. Under the Commercial Retail Alternative, aesthetic impacts could be somewhat greater than those of the proposed project because new retail buildings could have the same height as, but greater overall development intensity and smaller setbacks than would occur under the proposed project. Like the proposed project, this alternative would be expected

to generally enhance the visual quality of all three sites with updated architecture, design features, and landscaping. However, the larger buildings would incrementally alter views from public rights-of-way and nearby private properties and, as with the proposed project, would increase shading of immediately adjacent properties. Although this alternative's impacts could be slightly greater than those of the proposed project, they would still likely be less than significant and mitigation would not be required.

b. Air Quality. This alternative would involve slightly more building area than the proposed project and, as discussed in the discussion of Transportation and Circulation impacts (subsection *g*) below, would generate about 5.4 times as many vehicle trips as the proposed project. Temporary construction impacts would be similar to those of the proposed project and could be reduced to a less than significant level with mitigation. Due to the substantial increase in overall vehicle trips, this alternative would be expected to generate long-term emissions exceeding SCAQMD significance thresholds. Therefore, feasible mitigation would need to be applied, but even with mitigation, it is unlikely that emissions could be reduced to below SCAQMD thresholds. Consequently, this alternative's long-term impact would be greater than that of the proposed project and would be significant and unavoidable.

c. Greenhouse Gas Emissions. This alternative would result in greater GHG emissions than the proposed project due to the more than fivefold increase in vehicle trips to and from the site (see subsection *g* below). Emissions would be expected to exceed the 3,000-metric-ton threshold of significance, primarily due to emissions associated with vehicle trips. As with the proposed project, it is anticipated that the Commercial Retail alternative would generally be consistent with applicable local and regional plans and policies related to GHG emissions. Nevertheless, this alternative's impact would be greater than that of the proposed project. Use of green building techniques would reduce GHG emissions to the degree feasible, but it is unlikely that mitigation would be available to reduce emissions to below the 3,000-metric-ton threshold. Therefore, this alternative's impact would be significant and unavoidable.

d. Land Use and Planning. The retail development under this alternative is an allowed use in the General Plan land use designations and zoning for all three development sites and, like the proposed project, this alternative would generally comply with applicable plans and policies of the cities of Hermosa Beach and Manhattan Beach. As with the proposed project, this alternative would potentially conflict with policies related to maintaining acceptable levels of service on SR 1 and, due to the more than fivefold increase in daily traffic, may conflict with such policies to a greater degree than would be proposed project. The overall increase in traffic may also similarly increase cut through traffic on residential streets, thus creating potential policy conflicts in that regard. Overall, this alternative's impact would be greater than that of the proposed project and potentially significant. Additional traffic mitigation, including mitigation for cut through traffic on residential streets, may be required.

e. Noise and Vibration. Construction noise associated with this alternative would be similar to that of the proposed project. As with the proposed project, such impacts would be significant and unavoidable at the Hermosa Beach site. Mitigation required for the proposed project would apply generally, but as with the proposed project, would not reduce noise to below a level of significance.

The more than fivefold increase in traffic associated with this alternative compared to the proposed project and associated increase in activity on all three sites would increase traffic and operational noise as compared to the proposed project. It is anticipated that noise from operations could be controlled such that exceedances of local standards would not occur and that traffic noise increases along SR 1 would not exceed applicable significance thresholds. However, the more than fivefold increase in traffic could potentially result in significant traffic noise impacts along residential streets in the area, such as Longfellow Drive, 30th Street, and Duncan Avenue. Mitigation to reduce and/or slow traffic on these streets would likely be needed, but in all likelihood would not reduce impacts to below a level of significance. Therefore, long-term traffic noise impacts associated with this alternative would be significant and unavoidable.

f. Population and Housing. This alternative would generate an estimated 438 jobs, as compared to the 655 jobs generated by the proposed project. As with the proposed project, these job estimates are within SCAG forecasts for Hermosa Beach and Manhattan Beach. The retail development associated with this alternative would be expected to generally draw employees from the local workforce. As with the proposed project, impacts would be less than significant and mitigation is not required.

g. Transportation and Circulation. As shown in Table 6–3, this alternative would generate an estimated 7,924 average daily trips (ADT), including 178 AM peak hour trips and 688 PM peak hour trips. Although AM peak hour traffic would be lower under this alternative, daily traffic would be about 5.6 times greater than that of the proposed project and PM peak hour traffic would be about 2.7 times greater.

Table 6–3
Alternative 2 – Trip Generation Comparison

	Proposed Project	Commercial Retail (Alternative 2)	Difference
Average Daily Traffic (ADT)	1,312	7,924	+6,612
A.M. Peak Hour Trips	279	178	-101
P.M. Peak Hour Trips	254	688	+434

Source: Trip Generation, 9th Edition, Institute of Transportation Engineers (ITE), 2012. Commercial Retail trips are based on the Shopping Center rates (42.70 daily, 0.96 AM peak hour, and 3.71 PM peak hour trips per 1,000 sf).

Temporary construction traffic would be similar to that generated by the proposed project. As with the proposed project, impacts would be significant and unavoidable. In the long-term, AM peak hour impacts would be lower, but the more than fivefold increase in daily traffic would result in greater overall impacts to study intersections and the substantial increase in PM peak hour traffic in particular would increase the severity of the significant impacts associated with the proposed project. The increase in daily and PM peak hour traffic would potentially create significant impacts at additional intersections beyond those that would have significant impacts due to traffic generated by the proposed project. In addition, the more than fivefold increase in daily traffic may result in significant impacts to residential streets, which would not be significantly affected by the proposed project. Overall, impacts would be greater than those of the proposed project and significant. Mitigation required for the proposed project would apply,

but would not reduce impacts to below a level of significance. Therefore, this alternative's long-term impact would be significant and unavoidable.

h. Utilities and Service Systems. Table 6-4 compares water demand and wastewater and solid waste generation associated with this alternative to those of the proposed project. This alternative would reduce water demand by about 38 percent compared to the project and would reduce wastewater generation by about 44 percent. On the other hand, it would more than double overall solid waste generation. Overall impacts to utilities and service systems would be similar to those of the proposed project. As with the proposed project, impacts would be less than significant and mitigation would not be required.

Table 6-4
Wastewater Generation

Site	Proposed Project	Commercial Retail	Difference
Water Demand	157 AFY	97 AFY	-60 AFY
Wastewater Generation	121,694 GPD	67,761 GPD	-53,933 GPD
Solid Waste Generation	0.8 TPD	1.8 TPD	+1 TPD

Estimates for the proposed project are from Section 4.13, Utilities and Service Systems. Estimates for the Commercial Retail alternative are based on the based on the square footages shown in Table 6-2 and assume that development would include 75% retail space and 25% restaurant space.

Demand/generation rates for the Commercial Retail alternative are as follows:

- *Water – 119.5 gallons/sf/year (retail) and 322.91 gallons/sf/year (restaurant)*
- *Wastewater – 74.10 gallons/sf/year (retail) and 303.53 gallons/sf/year (restaurant)*
- *Solid Waste – 4.3 tons/1,000 sf/year (retail) and 0.91 tons/1,000 sf/year (restaurant)*

AFY = acre-feet per year; GPD = gallons per day; TPD = tons per day

i. Relationship to Project Objectives. Implementation of the Commercial Retail Alternative could meet the objectives of maintaining proximity to the existing Skechers campus and Los Angeles International Airport. It could conceivably also meet the objective of achieving LEED Gold Certification. The Commercial Retail Alternative might also be developed in a consistent pattern along SR 1 that matches the existing Skechers campus and redevelops three underutilized sites. However, this alternative would not meet the project's three basic objectives to:

- *Develop a new Design Center to display Skechers shoes in modern state of the art showrooms within one location.*
- *Create facilities providing sufficient space for additional offices to meet current and future needs as well as showrooms that would be used during conference events hosted by Skechers approximately twice per year.*
- *Generate 655 new jobs in the cities of Hermosa Beach and Manhattan Beach.*

6.4 ALTERNATIVE 3: REDUCED PROJECT SIZE

6.4.1 Description

This alternative includes two options for reducing the size of the proposed project in order to reduce overall vehicle trips generated by the project and associated traffic impacts, particularly along SR 1. Because of the high levels of background traffic levels along SR 1, essentially any development project would trigger significance thresholds at one or more intersections. As discussed in the introductory discussion for this section, project-generated traffic would need to be reduced by 98 percent or more to avoid all of the proposed project's significant traffic impacts along SR 1. An alternative that would involve such a level of traffic reduction would not meet basic project objectives; therefore, this alternative is not specifically aimed at avoiding all of the project's traffic, but rather has been formulated to address the AM peak hour traffic impact at the SR 1/Longfellow intersection while incrementally reducing the traffic impacts at other study intersections. Although the AM peak hour traffic impact at SR 1/Longfellow can be feasibly mitigated through measures identified in Section 4.12, this alternative focuses on that intersection as means of exploring the feasibility of achieving a meaningful reduction in traffic impacts through a reduced project alternative.

An approximately 14 percent reduction in AM peak hour traffic is needed to reduce the impact at that location to below the City of Hermosa Beach's significance threshold of a 0.02 increase in the volume-to-capacity ratio. Therefore, this alternative is aimed at achieving a 14 percent reduction in overall AM peak hour traffic.

Two options for achieving the 14 percent reduction in traffic – options 3A and 3B - have been considered. Table 6-5 compares the building area of options 3A and 3B to the proposed project. Descriptions of the two options follow.

Table 6-5
Options 3A & 3B versus the Proposed Project

Component	Building Area (sf)		
	Option 3A	Option 3B	Proposed Project
Hermosa Beach			
Design Center	86,255	92,000	100,296
Executive Offices	16,520	19,209	19,209
Coffee Shop	858	0	998
305 S. Sepulveda Boulevard	31,970	37,174	37,174
330 S. Sepulveda Boulevard	17,482	20,328	20,328
Total	**153,035**	**168,711**	**178,005**

Option 3A - Reduce All Project Components by 14%

This option would reduce the size of each project component by 14 percent in order to achieve the 14 percent reduction in traffic to avoid the significant AM peak hour traffic impact at the SR

1/ Longfellow intersection. All project components would be reduced by 14 percent, which would result in approximately 35-40 fewer AM peak hour trips compared to the proposed project. This option would reduce the overall building area for the proposed project by about 25,000 sf.

Option 3B - Remove Coffee Shop/Reduce Design Center Size

This alternative would remove the coffee shop from the Hermosa Beach component and reduce the Design Center size by about 8 percent. Under this alternative, the Design Center would encompass about 92,000 sf and the overall project (all three components) would encompass an estimated 168,711 sf. This is 9,294 (5 percent) smaller than the overall combined building area of the proposed project. These two changes would eliminate about 40 AM peak hour trips.

6.4.2 Impact Analysis

This alternative's impacts to biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology/water quality would be the same as those of the proposed project. The other issues evaluated in this EIR are discussed below.

a. Aesthetics. Options 3A and 3B would have impacts similar to those of the proposed project with respect to aesthetics, though the minor reduction in the overall size of building footprints (14 and 5 percent, for option 3A and 3B, respectively) would incrementally reduce visual and shadow impacts to residential properties neighboring the tree development sites. As with the proposed project, either of the options under this alternative would generally enhance the visual quality of the three sites with updated architecture, design features, and landscaping. Although the proposed project's aesthetic impact would not be significant, the impact of options 3A and 3B would be incrementally lower and mitigation would not be required for either option.

b. Air Quality. Under this alternative, maximum daily construction emissions and the overall duration of construction activity would be similar to those of the proposed project. As with the proposed project, this alternative's construction impacts would be significant, but mitigation recommended for the project would apply and could mitigate the impact to below SCAQMD thresholds.

This alternative would generate emissions in the long-term, but overall emissions would be roughly 5-14 percent lower than under the proposed project. As with the proposed project, no exceedance of SCAQMD significance thresholds would occur and neither option under this alternative would conflict with the AQMP. Although the proposed project's long-term impact would not be significant, this alternative's impact would be incrementally lower and mitigation would not be required.

c. Greenhouse Gas Emissions. GHG emissions associated with this alternative would be lower than those of the proposed project due to the 5-14 percent reduction in overall building floor area. Like the proposed project, neither of the options under this alternative would conflict with applicable plans or policies aimed at GHG emissions reduction. Although the proposed project's impact would not be significant, this alternative's impact would be incrementally lower and mitigation would not be required.

d. Land Use and Planning. The 5-14 percent reduction in overall building floor area under this alternative would incrementally reduce overall building intensity as compared to the proposed project and the approximately 14 percent reduction in AM peak hour traffic could avoid one significant traffic impact and would reduce traffic impacts overall. Consequently, potential conflicts with General Plan policies aimed at maintaining levels of service on SR 1 would be incrementally lower under this alternative. As with the proposed project, either option under this alternative would be consistent with local plans and policies on balance. Land use and planning impacts would be less than significant and mitigation would not be required.

e. Noise and Vibration. Maximum construction noise levels associated with either option under this alternative would be about the same as those that would occur under the proposed project since the 5-14 percent reduction in overall building floor area under this alternative would incrementally reduce overall construction activity, but the overall duration of construction would be similar. Overall construction noise impacts would be about the same as those of the proposed project and would be significant. Mitigation required for the proposed project would apply and would reduce impacts to the degree feasible. Nevertheless, similar to the proposed project, the temporary construction noise impact of either option under this alternative would be significant and unavoidable at the Hermosa Beach site.

The approximately 14 percent reduction in AM peak hour traffic and overall reduction in daily traffic under this alternative would incrementally reduce traffic-related noise as compared to the proposed project. Operational noise would be about the same as for the proposed project, though elimination of the coffee shop under Option B would reduce early morning activity and associated noise at the Hermosa Beach site. As with the proposed project, traffic noise impacts would not be significant, but mechanical equipment may significantly affect residences adjacent to the Hermosa Beach site. Mitigation recommended for the project would apply and would reduce impacts to a less than significant level.

f. Population and Housing. Table 6-6 compares estimated employment under options 3A and 3B to those of the proposed project. It is anticipated that under this alternative the three project components combined would employ between about 563 people (Option A) and 622 people (Option B).

Table 6-6
Employment from the Proposed Project and Alternatives 3A and 3B

Project Component	New Employees Under Proposed Project	New Employees Under Option 3A	New Employees Under Option 3B
Hermosa Beach	430	370	397
305 S. Sepulveda Boulevard	150	129	150
330 S. Sepulveda Boulevard	75	64	75
Total	**655**	**563**	**622**

Note: Option 3A assumes a 14 percent reduction for each component. Option 3B assumes a proportional reduce in employment at the Hermosa Beach component based on the reduction in sf for that component.

As with the proposed project, employment estimates under either option would be within SCAG forecasts for Hermosa Beach and Manhattan Beach and the South Bay Cities subregion. Similar to the proposed project, population and housing impacts would be less than significant and mitigation would not be required.

g. Transportation and Circulation. Temporary construction traffic associated with this alternative would be about the same as that of the proposed project and would be significant and unavoidable. In the long-term, either option under this alternative would reduce AM peak hour traffic by about 14 percent and would generally reduce overall trip generation and associated impacts as compared to the proposed project. The 14 percent reduction in AM peak hour traffic would be expected to eliminate the significant project impact at the SR 1/ Longfellow Avenue-Longfellow Drive intersection. Although impacts at the other SR 1 study intersections would be reduced, the reduction in traffic would not be sufficient to reduce the impact below a level of significance. Intersections that would still experience significant impacts under Option 3A or 3B based on Hermosa Beach, Manhattan Beach, or Caltrans criteria include SR 1/Manhattan Beach Boulevard, SR 1/Duncan Avenue-Duncan Drive, SR 1/30th Street, SR 1/Keats Street, SR 1/Tennyson Street, and SR 1/Gould Avenue-Artesia Boulevard. It should be noted, however, that although the SR 1/Gould Avenue-Artesia Boulevard intersection would have a significant impact based on Manhattan Beach criteria, the exceedance of the Hermosa Beach threshold at that intersection would be avoided.

Other than the measure at the SR 1/Longfellow Avenue-Longfellow Drive intersection, mitigation required for the proposed project would still apply and, if implemented, would reduce all impacts to a less than significant level. However, it cannot be assured that the traffic signals proposed at the SR 1/Duncan Avenue-Duncan Drive, SR 1/30th Street, and SR 1/Keats Street intersections would be implemented because all require Caltrans approval; therefore, as with the proposed project, operational traffic impacts at these three intersections are considered significant and unavoidable.

h. Utilities and Service Systems. This alternative would reduce building floor area and employment by 5-14 percent as compared to the proposed project, with commensurate reductions in water demand and wastewater and solid waste generation. Although the proposed project's impact to these utilities would not be significant, the impact of either option under this alternative would be incrementally lower. As with the proposed project, impacts would be less than significant and mitigation would not be required.

6.5 ALTERNATIVES CONSIDERED, BUT REJECTED

Several alternatives recommended by NOP responses, EIR scoping meeting comments, or developed to reduce significant impacts were considered for analysis in this EIR, but were rejected as infeasible, undesirable, or ineffective. These are discussed below.

- ***Signalization of SR 1/Keats Intersection.*** *Installation of a traffic signal at the SR1/Keats Street intersection was suggested as an alternative in EIR scoping comments. However, the signal is considered as a traffic mitigation measure in Section 4.12, Transportation and Circulation, rather than as a project alternative. A traffic signal at the SR 1/Keats Street intersection would improve the operation of that intersection, but in other respects would not differ from the proposed project. As noted in Section 4.12, the signal would require Caltrans approval so its implementation is uncertain.*

- ***Restriction of Access to SR 1.*** *As suggested by a scoping meeting commenter, an alternative restricting access to the 305 and 330 S. Sepulveda Boulevard sites from only SR 1 was considered. However, the proposed driveways on side streets were not found to create any significant environmental impacts. For this reason, and because this site access scheme would further worsen traffic congestion along SR 1, this alternative was rejected.*

- ***Ground Level Parking between Skechers and Residences to Provide a Buffer.*** *This alternative, also suggested by a scoping meeting commenter, was rejected because it would not address any identified significant environmental impact. Moreover, it is anticipated that providing parking immediately adjacent to residential properties would actually increase impacts related to noise and light intrusion at residences.*

- ***Larger Setback between the Project and Residences to the West.*** *This alternative, also suggested by a scoping meeting commenter, was rejected because it would not address any identified significant environmental impact. Specifically, with the proposed 40-foot setback, significant aesthetic and noise impacts are not anticipated.*

- ***Restriction of Access to the Hermosa Beach Component Parking Structure to SR 1 (no 30th Street access).*** *This alternative, also suggested by a scoping meeting commenter, was rejected because it would not address any identified significant environmental impact. Primary vehicular access to the Hermosa Beach component would be from SR 1, thus minimizing traffic and noise impacts in the adjacent residential neighborhood.*

- ***Pedestrian Bridge Across SR 1.*** *This alternative, also suggested by a scoping meeting commenter, was rejected because it would not address any identified significant environmental impact. Moreover, this was suggested as an alternative to the formerly proposed pedestrian bridge over 30th Street, which is no longer part of the proposed project.*

- ***Phasing Construction.*** *This alternative was considered to reduce construction related impacts. This alternative was rejected as it would have no effect on post-construction impacts and would lengthen the construction phase exposing the area to a longer duration of construction noise and traffic impacts with minimal reduction to construction impacts related to transportation.*

- ***Further Reduced Project.*** *A reduced project size alternative, greater than the 14 percent alternative already considered, was considered as an option to potentially reduce construction-related noise and traffic impacts. This alternative was rejected, however, because a further reduction in the project size sufficient to substantially lessen or avoid traffic-related impacts would not meet the basic project objectives related to creating facilities with sufficient space to meet current and future needs and generating 655 jobs in the local community. As discussed in the introductory discussion of this section, project trips would need to be reduced by at least 98 percent in order to eliminate all of the potentially unavoidable significant impacts at the intersections along SR 1 where new traffic signals are proposed as mitigation. Such a reduction in trips would essentially make any project infeasible. Moreover, as discussed in Section 4.12, Transportation and Circulation, implementation of all three traffic signals would reduce project impacts to a less than significant level; thus, although gaining Caltrans approval of all three traffic signals is unlikely, a reduction in the project size would not be needed to address project traffic impacts if all three signals are installed.*

Of the six project objectives, at least four are dependent on the project's scale in order to be implemented. These four objectives are discussed below.

- *Develop a new Design Center to display Skechers shoes in modern state of the art showrooms within one location.*

To display Skechers shoes in modern state of the art showrooms within one location requires facilities large enough to display the applicant's products at a single site. The Design Center and Executive Offices proposed as the Hermosa Beach component are thus constrained by a minimum size requirement to meet this need. A Reduced Project Alternative that reduces the size of the facility by at least 98 percent -- resulting in a facility that is 2 percent of the proposed size –clearly would not be able to meet this objective.

- *Create facilities providing sufficient space for additional offices to meet current and future needs as well as showrooms that would be used during conference events hosted by Skechers approximately twice per year.*

Providing space to meet current and future needs, including sufficient space for conference events, is also a need with certain size requirements. All three components of the proposed project include office space to meet this need. Reduction of the proposed facilities to 2 percent of the proposed square footage (and consequently 2 percent of the employees) would fall far short of meeting this project objective.

- *Generate up to 655 new jobs within the cities of Hermosa Beach and Manhattan Beach.*

The objective of accommodating up to 655 employees could not be met with a Reduced Project alternative with only 2 percent of the project's proposed square footage.

- *Create a consistent pattern of development along SR 1 that matches the existing Skechers campus and redevelops three underutilized sites.*

Development of facilities at the scale of 2 percent of the proposed project components would result in a pattern of development that is oddly inconsistent with the current development pattern along SR 1.

- ***Alternative Site.*** *A discussion of alternative sites is constrained not only by the 'rule of reason' called for by CEQA (CEQA Guidelines, Section 15126.6 (f)), but also by issues of feasibility. Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (Section 15126.6(f)(1)). In order to merit consideration, an alternative site must not only be feasible for the applicant to reasonably acquire, control or otherwise access, it must also have the potential to avoid or substantially lessen significant impacts.*

  The search for a suitable alternative site is especially constrained in the case of the proposed project because the unavoidably significant impacts of the project that remain after imposition of all feasible mitigation measures can be difficult to mitigate in urbanized environments. Other sites in Hermosa Beach or Manhattan Beach are likely to be similarly constrained by the same conditions that present challenges to development of the sites proposed because both

cities are built out with established land use patterns that offer little availability for new medium to large-scale developments. The traffic constraints that make it difficult to fully mitigate traffic impacts (without Caltrans-approved improvements) are likely to pose similar constraints elsewhere in the two cities because access to and from both communities from the surrounding region is primarily by SR 1 (Sepulveda Boulevard/PCH). Because this regionally and locally significant corridor already experiences high levels of traffic congestion throughout the South Bay Region, any proposed development that relies on access through this corridor is likely to result in traffic impacts similar to those identified in this EIR.

The project's unmitigated noise effects during the construction period, which in Hermosa Beach are judged to be prolonged enough to be considered significant, are also likely to constrain development at other sites in Hermosa Beach and Manhattan Beach because most properties zoned for commercial use in both cities share one or more boundaries with residential properties. (It is worth noting that in other recent and ongoing environmental assessments for proposed projects in Hermosa Beach, the proximity of existing residences to any proposed land use other than residential has been identified as an underlying source of potential construction noise impacts that necessitate mitigation; this is the case even when the proposed land use is consistent with zoning designations.) Although noise and traffic impacts may be different at an alternative site, they are likely to reflect similar constraints. As proposed along the SR 1 corridor, the proposed project is sited in the portion of both cities that is the most suitable location for a commercial use of this scale. The proposed location would minimize potential traffic impacts in areas not located directly adjacent to SR 1. Relocating the proposed Hermosa Beach component to the Pier Avenue corridor, for example, would introduce traffic and noise impacts to that area of Hermosa Beach, but would also result in additional traffic along SR 1 since the SR 1 corridor provides primary regional access to both Hermosa Beach and Manhattan Beach.

Alternative sites outside the region or otherwise removed from existing Skechers facilities pose other constraints that are likely to result in environmental impacts. The feasibility of 'reasonably' acquiring or accessing distant sites also poses its own constraints. Of properties already owned by Skechers, none offer conditions that suggest a potential reduction in overall impacts. Skechers' Moreno Valley facility, a distribution center, conceivably offers the potential to avoid the temporary construction noise impacts of the proposed Hermosa Beach site and would avoid traffic increases along SR 1. However, its considerable distance from Skechers' existing corporate offices in Manhattan Beach (roughly 75 miles) may create commute trips that would increase overall regional vehicle miles travelled (VMT) and associated air pollutant and greenhouse gas emissions. The more centralized, urban location of the Hermosa Beach and Manhattan Beach sites avoids these long commutes and enables Skechers to draw on the local population and housing supply to meet its employee needs (see Population and Housing section, 4.11).

6.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Table 6-7 indicates whether each alternative's environmental impact is substantially greater than, less than or similar to that of the proposed project for each of the issue areas studied.

The impact of the No Project/No Development alternative would be lower than that of the proposed project for each issue area except hydrology/water quality. Therefore, that alternative would be environmentally superior overall. However, the No Project/No Development

alternative would not meet any of the project objectives and would not result in any of the aesthetic and other enhancements associated with the proposed project.

Among the other alternatives, the Reduced Project Size alternative (either Option A or Option B) would incrementally reduce impacts in several issue areas and potentially provide an alternative means of avoiding one significant traffic impact while not creating any new or increased severity impacts. Both options under the Reduced Project Size alternative would meet certain project objectives, but may not meet the objectives related to meeting future space needs and creating jobs.

Neither Option A nor Option B of the Reduced Project Size alternative would eliminate the project's significant and unavoidable construction noise impact at the Hermosa Beach site. Either option would be expected to eliminate the significant traffic impact at the SR 1/Longfellow Drive intersection, but significant and unavoidable traffic impacts would remain at several other intersections along SR 1. As noted above, further reductions in the project's size were considered; however, a reduction substantial enough to eliminate the project's unavoidably significant traffic and noise impacts would need to be so great that the alternative clearly would not meet the basic objectives related to meeting future space needs or creating jobs.

Table 6-7
Comparison of the Environmental Impact Determination of Alternatives

Issue	No Project/No Development (Alt 1)	Commercial Retail (Alt 2)	Reduced Project Size (Alt 3A and 3B)
Aesthetics	-	=	=
Air Quality	-	-	=
Biological Resources	-	=	=
Cultural Resources	-	=	=
Geology and Soils	-	=	=
Greenhouse Gas Emissions	-	-	=
Hazards and Hazardous Materials	-	=	=
Hydrology and Water Quality	=	=	=
Land Use and Planning	-	=	=
Noise and Vibration	-[1]	=	=
Population and Housing	-	=	=
Transportation and Circulation	-	-	+[2]
Utilities and Service Systems	-	=	=

+ Environmentally superior to the proposed project
= Environmentally similar to the proposed project
- Environmentally inferior to the proposed project

Red text indicates a significant and unavoidable impact.

An alternative is considered to have less or greater impacts compared to the proposed project only if the alternative would have a different environmental impact determination. For example, if proposed project would have a significant impact, but the alternative would have a less than significant impact, the alternative's impact would be identified as less than that of the project. If the difference between the alternative's impact and project's impact is only incremental, the impact is classified as the same.

[1] Although the No Project/No Development alternative would eliminate the significant and unavoidable construction noise impact and reduce long-term noise generation, it also would not provide the shielding of residences from SR-1 traffic noise that would be provided by the proposed project.
[2] One significant impact – at SR 1/Longfellow Avenue-Longfellow Drive – would be avoided. Mitigation is available for this impact, but would not be needed for the Reduced Project alternative.

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7.1 REFERENCES

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