

# Appendix A

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*NOP, NOP Responses, Scoping Meeting Summaries*



*City of Hermosa Beach*

# **Skechers Design Center and Offices Project**

## **Initial Study**



**May 2016**

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# **Skechers Design Center and Offices Project**

## **Initial Study**

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*May 2016*

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## INITIAL STUDY

1. **Project Title:** Skechers Design Center and Offices Project

2. **Lead Agency Name and Address:** City of Hermosa Beach  
Community Development Department  
1315 Valley Drive  
Hermosa Beach, CA 90254

3. **Contact Person and Phone Number:** Ken Robertson, Director  
(310) 318-0242

4. **Project Location:** Hermosa Beach Component  
2851, 2901, 3001, & 3125 Pacific Coast Highway  
(PCH)  
Hermosa Beach, CA 90254

The following parcels comprise the Hermosa Beach component of the project site:

- 4169-034-020
- 4169-034-021
- 4169-029-044
- 4169-029-052

Manhattan Beach Components  
300, 305, 309, 317 S. Sepulveda Boulevard;  
1050 Duncan Avenue  
Manhattan Beach, CA, 90266

The following parcels comprise the Manhattan Beach components of the project site:

- 4168-025-006
- 4168-025-016
- 4169-024-001
- 4169-024-002
- 4169-024-021

Figure 1 shows the regional location of the project site, which includes three separate, but adjacent development sites. Figure 2 shows the project site and its local vicinity. Figures 3a through 3c show the site plans for the three development sites. Figures 4a-c contains photos of the Hermosa Beach



site and photos of the 305 S. Sepulveda Manhattan Beach site.

**5. Project Sponsor's Name and Address:** Sepulveda Design Center LLC (Skechers USA Inc.)  
330 S. Sepulveda Blvd.  
Manhattan Beach, CA 90266

**6. General Plan Designation:**

Hermosa Beach  
General Commercial (CG)

Manhattan Beach  
General Commercial

**7. Zoning:**

Hermosa Beach  
C-3/AH-O (General Commercial/ Affordable Housing Overlay)

Manhattan Beach  
CG (General Commercial)

**8. Description of Project:**

The project consists of three discrete developments; one in Hermosa Beach (consisting of two buildings) and two in Manhattan Beach. Although these projects are independent of each other, they will be combined for purposes of CEQA Analysis. Impacts of the three developments may not be cumulative or connected. Therefore, a significant impact due to one development does not indicate a significant impact in another development. Both agencies, the City of Hermosa Beach and the City of Manhattan Beach, have discretionary approval for each of the projects in their jurisdiction. As proposed, the approval of the Hermosa Beach project is not dependent on approval of the Manhattan Beach projects.

Hermosa Beach Component

The Hermosa Beach project site consists of four separate properties located at 2851, 2901, 3001 & 3125 Pacific Coast Highway (PCH) that were all previously developed and occupied, but that are now vacant and deteriorated. The properties are the former locations for Midas Muffler, Vasek Polak BMW and South Bay Lotus dealership. The former primary uses were for new and used auto sales and repairs.

Each of these existing structures would be demolished and replaced with the new Skechers Design Center and Executive Offices. The Hermosa Beach component would consist of two separate, 3-story, concrete buildings with a maximum building height of 35' from grade. The Design Center (Building A) and the Executive Offices (Building B) would be connected by an underground pedestrian tunnel under 30<sup>th</sup> Street via the 3<sup>rd</sup> level of the subterranean parking structure at the Executive Offices and the lower level of the Design Center. The entrance to the Design Center would be from a new driveway into the Design Center on the west side of Pacific Coast Highway across from Keats Avenue. The entrance to the Executive Offices would be



from a driveway on the north side of 30<sup>th</sup> 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 in Manhattan Beach.

The Design Center would be approximately 100,296 square feet and would contain: 35 to 40 showrooms with an average size of 1,000 square feet, and 35 to 40 product development rooms with an average size of 500 - 1000 square feet, general offices, a private-company cafeteria; product designers, conference rooms, shoe libraries, storage areas and other ancillary uses. There would be amenities such as a terrace facing the Pacific Coast Highway, a water feature, and a lobby. The Design Center would eventually accommodate 430 employees.

Approximately, two (2) times 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 8 buses (with a 60 seat capacity). With the completion of the Design Center, the attendees would visit the new showrooms in Hermosa Beach instead of at the 330 Building. Buses would only be at the Design Center to drop off and pick up. 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 be put up at Hermosa Beach hotels.

The northern building would be new Executive Offices and would be approximately 20,207 square feet. In addition to the office space, there would be a patio, a lobby and a WiFi lounge as well as product development rooms and a management dining area. The Executive Offices would accommodate up to approximately 80 people. In addition, the bottom floor of the Executive Offices would have a local serving coffee house for the public of approximately 1,000 square feet and a 200 square foot outdoor patio. At peak it is estimated that there would be 25 people at the coffee house, including employees.

Each building would contain sufficient parking for its size. The Design Center requires 401 parking spaces and would contain 520 parking spaces, including tandem spaces; the Executive Offices require 87 parking spaces and would contain 89 parking spaces, including 2 tandem spaces. In total the two buildings would include 15 handicapped spaces (1 more than required) and an excess of 121 spaces. The extra compact spaces are due to the additional parking that is being developed over code requirements. Skechers has indicated that it currently utilizes tandem spaces in its current parking structures without negative effects. Deliveries would be made to the Design Center on Pacific Coast Highway in the deceleration lane.

Trash and recycling operations would be located in the lower level garage. The garage mechanical ventilation exhaust grill is now on the east (PCH) side of the Design Building. There would be an unimpeded 22'9" buffer zone between the Executive Building and the residential properties to the west.

Required approvals for the Hermosa Beach components are:



- Conditional Use Permit for development in the Affordable Housing Overlay zone
- Precise Development Plan
- Lot Line Adjustments combining 4-parcels into 1 lot on each side of 30<sup>th</sup> Street
- Administrative Use Permit for outdoor patio
- Parking Plan to account for buses for conferences (Design Center only)
- Vacation of alley west of/behind 2851 PCH
- Easement to allow underground pedestrian tunnel between the two buildings
- Construction and encroachment permits

## Manhattan Beach Components

### 305 S. Sepulveda Boulevard Component

The first Manhattan Beach site is located on the west side of Sepulveda Boulevard between Duncan Avenue and Boundary Place. It is comprised of three parcels and consists of an approximate 7,500 square foot office building at 1050 Duncan Avenue, Debonair Cleaners (317 S. Sepulveda Boulevard), the relocated Auto Werxstatt Auto Repair (305 S. Sepulveda Boulevard) and a now vacant copy shop (309 S. Sepulveda Boulevard). The existing development is 15,237 square feet (including the 7,500 square feet mentioned above). The buildings on Sepulveda 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.

The building would be a 2-story, approximately 30 foot tall building over a 3-level subterranean parking garage. The office space would be designed to house an additional 150 office workers. The building would provide office space for back office corporate functions. The building would have an exposed concrete frame with clear and colored spandrel glass. There would be a 3,019 square foot terrace on the second floor for employee use. This patio would face Sepulveda Boulevard.

The parking garage entrance would be on Duncan Avenue, opposite the entrance to Skechers' current building at 225 S. Sepulveda Boulevard. Although only 124 parking spaces are required, the building would provide parking for 199 cars. There would be one loading space along Boundary Place. The transformer, cooling towers, and refuse/recycling areas are all also along Boundary Place and would be screened by walls with a height that would be in accordance with the Manhattan Beach Municipal Code.

The building would have the required 10-foot front yard setback on Sepulveda Boulevard. Additionally, there would be a 5-foot setback on Duncan Avenue and a minimum of a 15' - 6" setback above the parking structure on the west side of the property in order to provide a deck-top landscape buffer between the building and the residential property to the west.

The minimal landscaping that currently exists would be upgraded and improved. Landscaping would comprise 17% of the site, thus exceeding the 8% 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 within 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 Sepulveda Boulevard as well as Duncan Avenue. A water feature is proposed at the entrance on Sepulveda Boulevard.

Required approvals for the 305 S. Sepulveda Boulevard component are:

- Use Permit for development on Sepulveda Boulevard
- Lot Line Adjustment to combine 3 lots into 1

These approvals will be from the City of Manhattan Beach.

### 330 S. Sepulveda Boulevard Expansion Component

The second Manhattan Beach site is located on the east side of Sepulveda Boulevard between Duncan Avenue and Longfellow Drive. The site that would accommodate the proposed expansion of the existing Skechers building at 330 S. Sepulveda Boulevard is currently occupied by a vacant car wash. The 300 S. Sepulveda portion of the project would add a new addition to two lots north of the existing Skechers office building at 330 S. Sepulveda Boulevard.

Applications have already been submitted for demolition of the car wash site as it is an attractive nuisance, has already been broken into, has been used by homeless people as a shelter, and has become a harborage for rats.

The expansion includes a two level 30 foot high, office building above a 4-level subterranean parking garage with an elevator. This height is within the height restrictions of the City of Manhattan Beach Sepulveda Boulevard Development Guide. The building would comply with all other development standards of the General Commercial zone and the Sepulveda Boulevard Development Guide. The two existing parcels (APN 4168-025-006 and 4168-025-016) would be merged into one.

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 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 a total Skechers office building of 75,373 square feet. There would be a deck on the 1<sup>st</sup> and 2<sup>nd</sup> floors for employee use, which would face Sepulveda Boulevard and the existing Skechers offices to the south. Pedestrian walkways on the 1<sup>st</sup> and 2<sup>nd</sup> floor would connect to the exiting Skechers building, allowing access between the two buildings. The pedestrian entrance to the building expansion would be at the northwest corner of the building at Sepulveda Boulevard, near Duncan Drive.

The office space would be designed to use for retail, real estate and construction office functions of Skechers. The existing building is currently occupied by 150 employees, but it is overcrowded. While the expansion could increase the occupancy by 75 employees, the total proposed occupancy of the expanded office building would be only 225 people as employees will spread out from the existing space. The building would provide space for retail, real estate, and construction office functions.



The entrance to the expanded parking garage would be through the existing vehicular access on Sepulveda Boulevard and Longfellow Drive; no new vehicular access points are proposed. The new subterranean parking garage area would provide 119 parking spaces and with the existing 270 parking spaces the building would have a total of 389 parking spaces, 51 spaces over the required amount. The additional garage would connect to the existing garage at all levels. The entrance to the garage addition would be from the current driveways off of Longfellow Drive and Sepulveda Boulevard, the existing garage entrance to 330 S. Sepulveda Boulevard

The office portion of the building addition would have an approximately 21 foot setback from Sepulveda Boulevard with approximately 14 feet of landscaping, above below-grade parking structure. Landscaping would comprise 14% of the site, thus exceeding the 8% landscape requirement. Landscaping would be added around the perimeter of the new building section, except for where it connects to the existing building.

Required approvals for the 330 S. Sepulveda Boulevard component are:

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

These approvals will be from the City of Manhattan Beach.

### Construction Schedule

The City of Hermosa and City of Manhattan Beach would process the applications concurrently rather than consecutively for the construction of the proposed project. Skechers intends to be ready to pull building permits for the Manhattan Beach buildings as soon as the entitlements are approved, subject to City requirements and procedures, and to begin construction on the two properties simultaneously. Therefore, it is anticipated that approximate 5 to 6 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. It is anticipated that construction of the Manhattan Beach buildings would take 21 months and construction of the Hermosa Beach buildings would take 24 months. Tenant improvements would add an additional 12 months to each building.

## **9. Surrounding Land Uses and Setting:**

The new-building development sites for the Hermosa Beach and 305 S. Sepulveda Boulevard project components are located on the west side of PCH in Hermosa Beach and on the west side of Sepulveda Boulevard in Manhattan Beach. The 330 S. Sepulveda Boulevard component is located on the east side of Sepulveda Boulevard in Manhattan Beach. The Pacific Ocean is located approximately 3,700 feet west of all project sites. The closest residences are located immediately adjacent to the 305 S. Sepulveda Boulevard and Hermosa Beach sites on the western project boundary and across Kuhn Drive from 330 S. Sepulveda Boulevard on the eastern boundary.





Table 1 summarizes existing land uses in the project sites' vicinity. Figure 1 shows the existing land uses surrounding the project sites.

**Table 1**  
**Existing Land Uses and Zoning**

Direction	Existing Zoning	Existing Use
<b><i>Hermosa Beach Site</i></b>		
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 PCH
East	City of Manhattan Beach - CG	PCH and commercial office buildings
South	R-1, C-3, and C-3/AH-O	Commercial uses and residence
West	R-1	Single family residences
<b><i>305 S. Sepulveda Boulevard Site</i></b>		
North	CG, RM, and RS	Duncan Avenue is located immediately north of the site. Existing Skechers offices are located North of Duncan Avenue, west of Sepulveda
East	CG	Sepulveda 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, 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
West	RM	Single family residences
<b><i>330 S. Sepulveda Boulevard Site</i></b>		
North	CG	Duncan Avenue is located immediately north of the site. Existing commercial development is located North of Duncan Avenue, east of Sepulveda
East	RS	Single family residences
South	CG	Parking lot and commercial office building
West	CG	Sepulveda and commercial office buildings, include the proposed Manhattan Beach 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

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**10. Other Public Agencies Whose Approval is Required:**

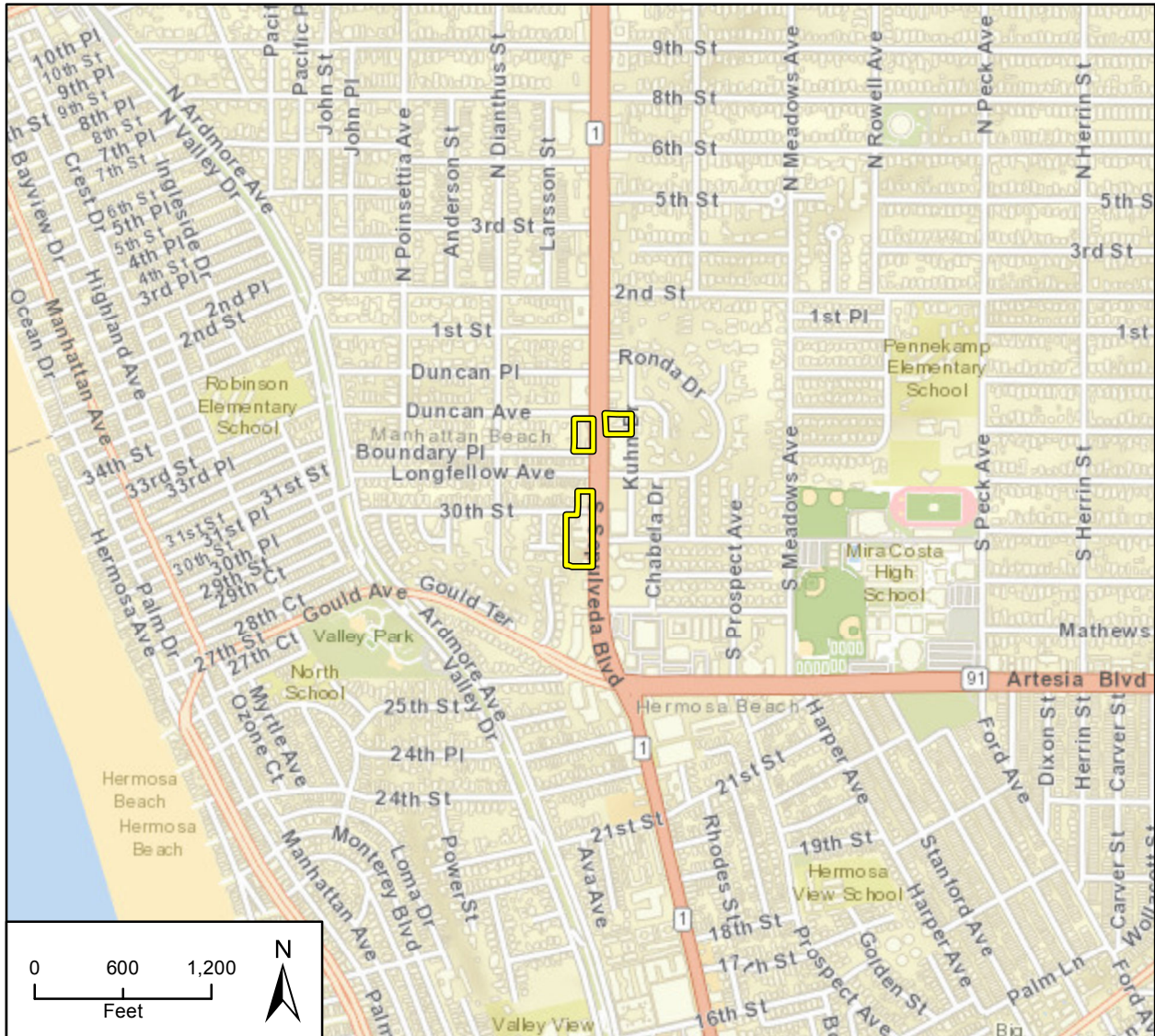
Manhattan Beach – as mentioned above, Manhattan Beach is responsible for issuing permits relating to the Manhattan Beach component for a:

- Conditional Use Permits for development on Sepulveda Boulevard
- Lot Merger to combine 3 lots into 1 and 2 lots into 1

Caltrans

- Caltrans will need to issue encroachment permits for the tiebacks for the buildings.





Imagery provided by National Geographic Society, ESRI and its licensors © 2015.

 Project Location



Regional Location

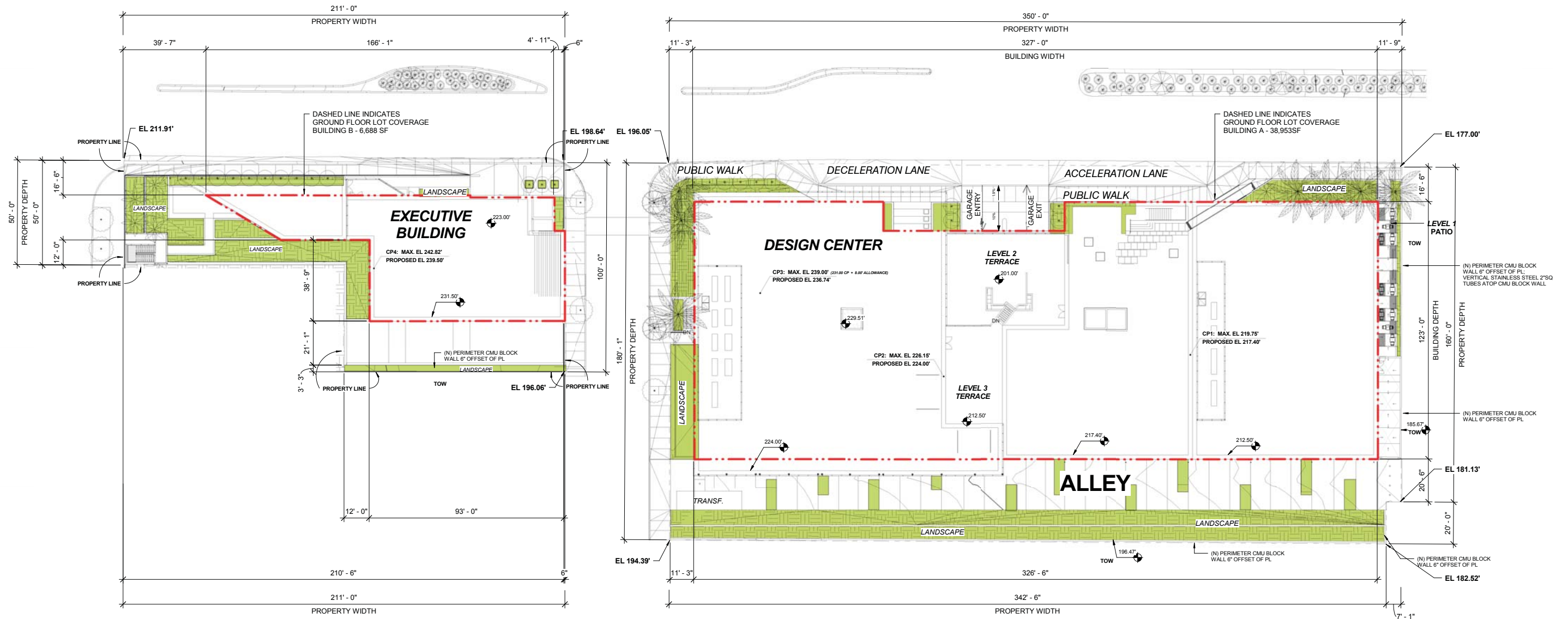
Figure 1





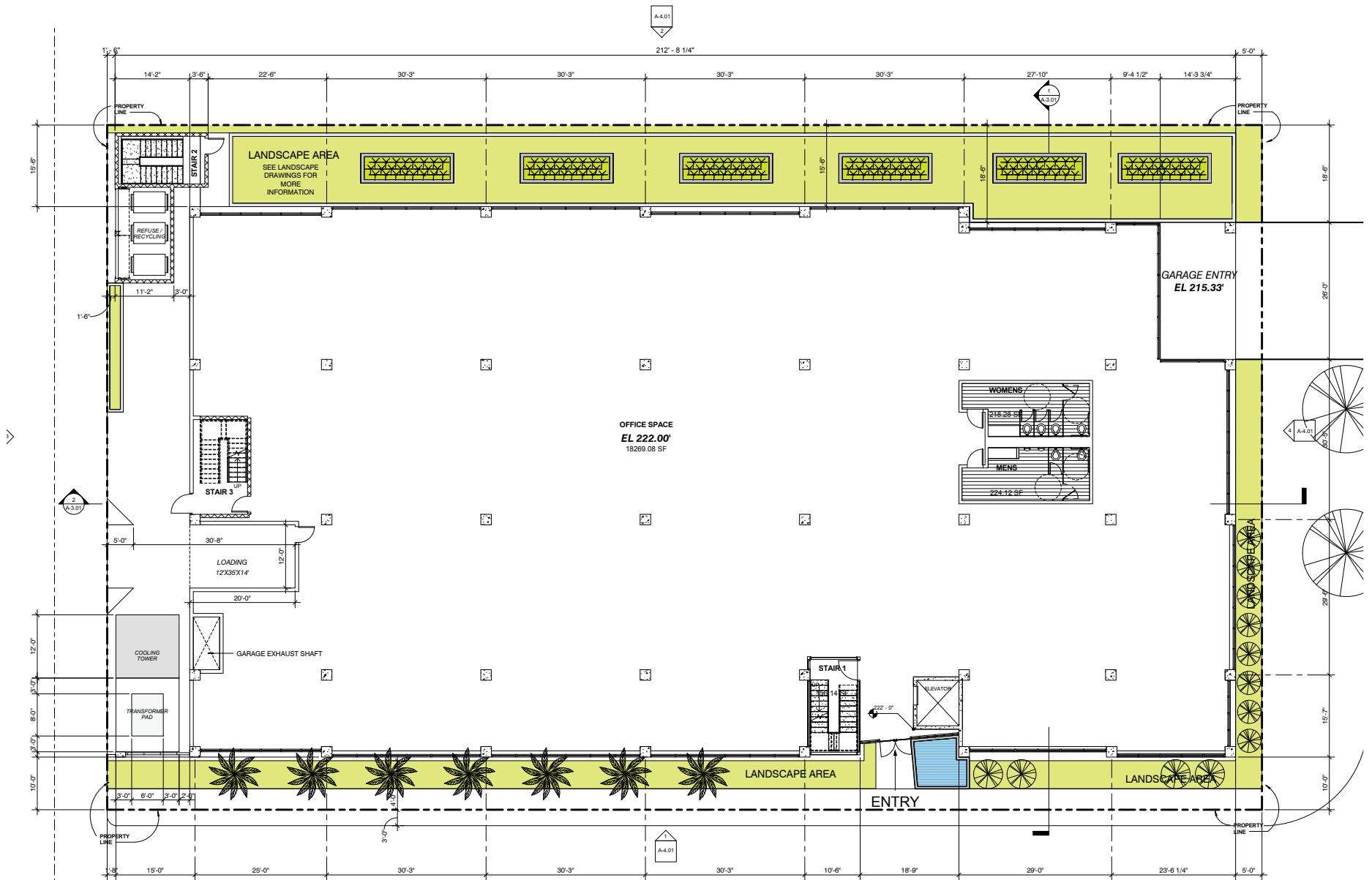
Project Site and Vicinity

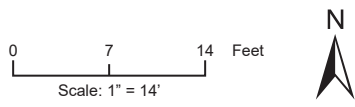
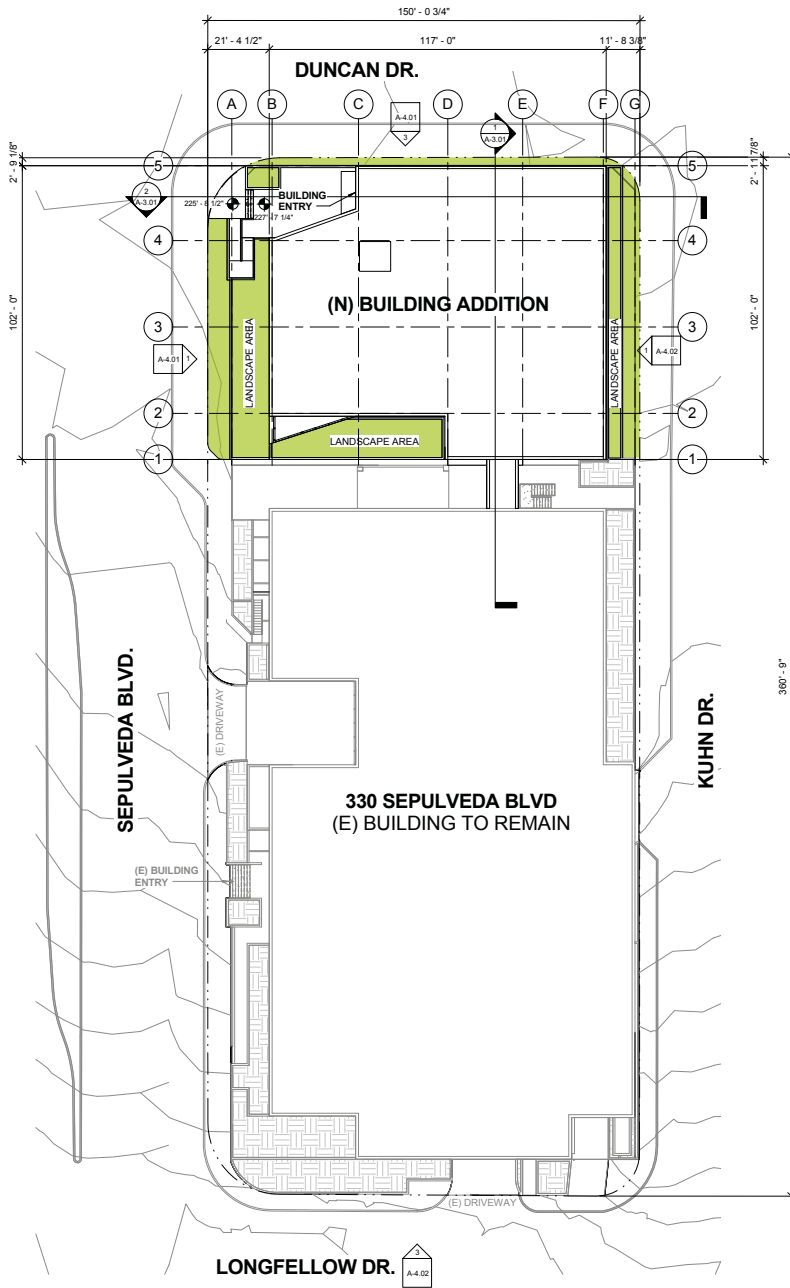
Figure 2



Hermosa Beach Site Plan







**DRAWING LEGEND**



-  EXISTING TO REMAIN
-  EXISTING TO BE DEMOLISHED
-  NEW CONSTRUCTION



Photo 1: View looking south at 2851 & 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 4a





Photo 5: View looking south at 3001 Pacific Coast Highway

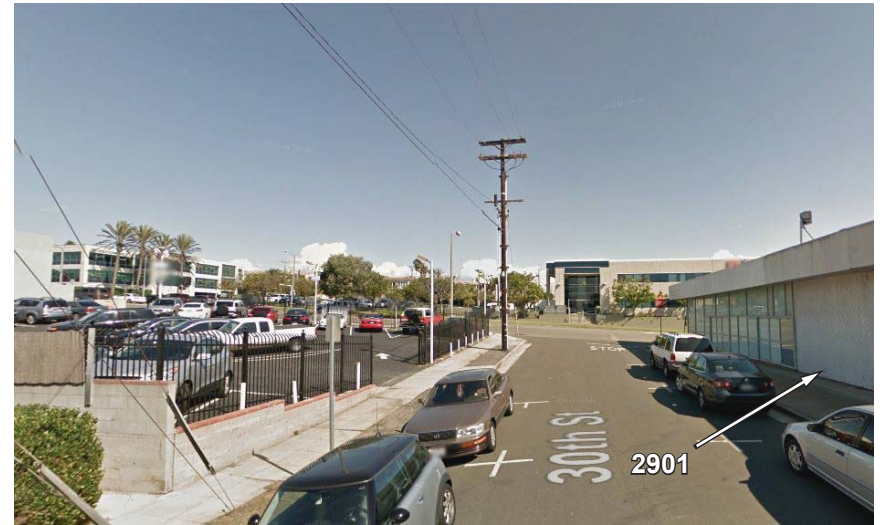


Photo 6: View of 3001 & 2901 Pacific Coast Highway looking east on 30th street



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



**Photo 9:** View looking northwest at 305 S. Sepulveda Boulevard



**Photo 10:** View looking west at 309 S. Sepulveda Boulevard



**Photo 11:** Looking southwest at 317 S. Sepulveda Boulevard



**Photo 12:** Looking south at 1050 Duncan Avenue



## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is “Potentially Significant” or “Potentially Significant Unless Mitigation Incorporated” as indicated by the checklist on the following pages.

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



## DETERMINATION

On the basis of this initial evaluation:

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

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Signature

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Date



## ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>I. AESTHETICS</b>				
-- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	■	□	□	□
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	□	□	■	□
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	■	□	□	□
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	■	□	□	□

a) Have a substantial adverse effect on a scenic vista.

The Hermosa Beach development site is located on PCH in the northeastern part of the City. The site slopes downwards from north to south and slopes upwards from west to east. The Pacific Ocean is visible from the project site and surrounding areas. Photo 7 of Figure 4b illustrates existing ocean views as seen on 30<sup>th</sup> Street east of the project site. The October 2014 Existing Conditions Report, a Technical Background Report written to support the City of Hermosa Beach General Plan Update, characterizes scenic vistas in the City as predominately focusing on the Pacific Ocean, which can be viewed from higher elevations in the City including PCH (2014).

The proposed Hermosa Beach component of the project involves the construction of a new Design Center and Offices for Skechers with a maximum height of 35 feet. This use would replace the existing vacant single-family home, new and used auto sales facilities and auto repair facilities. The proposed building would be of greater height and mass than the existing buildings and would have the potential to block public views of the Pacific Ocean, which is considered a scenic vista. The impact to scenic vistas would be potentially significant and will be analyzed in an EIR.

The 305 S. Sepulveda Boulevard site is located on Sepulveda Boulevard in the southern part of Manhattan Beach. The site slopes downwards from north to south along Sepulveda, and slopes upwards from west to east. The Pacific Ocean is visible from the project site and surrounding areas. The Manhattan Beach General Plan considers the significant public views of the Pacific Ocean as a scenic vista that requires protection (2003).





The proposed project involves the construction of a new 2-story office building for Skechers with a maximum height of 30 feet. The use would replace an auto-repair shop, a dry-cleaning facility, a vacant copy shop and an existing 2-story, 30-foot high office building. The proposed building would be of greater height and mass than the existing buildings fronting Sepulveda Boulevard. However, the proposed building would not block existing views of the Pacific Ocean, which is considered a scenic vista, because the Pacific Ocean is not currently visible under existing conditions. Impacts to scenic vistas from the Manhattan Beach project are less than significant and analysis in the EIR is not warranted.

The 330 S. Sepulveda Boulevard site is located on Sepulveda Boulevard in the southern part of Manhattan Beach, adjacent to the existing Skechers office building. The Pacific Ocean is visible from the project site and surrounding areas.

The proposed project involves the expansion of the existing Skechers office building at 330 S. Sepulveda Boulevard with a new addition of a 2-story office building with a maximum height of 30 feet. The use would replace a vacant car wash existing on the project site. The proposed office building would be of greater height and mass than the existing building onsite and may block views of the Pacific Ocean, which is considered a scenic vista. The impact to scenic vistas on the Manhattan Beach expansion site would be potentially significant and will be analyzed in an EIR.

#### **POTENTIALLY SIGNIFICANT IMPACT**

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

The Existing Conditions Report for the City of Hermosa Beach describes scenic resources such as trees and landscaping, rock outcroppings, historic buildings, monuments, and public art. There are no rock outcroppings, historic buildings, monuments or public art on site. There are no designated scenic resources at the site or in the site's immediate vicinity. Landscaping is present but minimal and not maintained.

The Hermosa Beach project site is currently developed with a single-family home, new and used auto sales facilities, and auto repair facilities. All buildings located on the project site are vacant and not currently being maintained as illustrated in the photos provided in Figures 4a-4c. A historic analysis was completed and found no historic resources onsite (Section V. *Cultural Resources*; Appendix A).

Scenic resources are not formally defined in the Manhattan Beach General Plan and there are no rock outcroppings, historic buildings, monuments or public art on either of the Manhattan Beach sites. However, there are several trees on each Manhattan Beach site that would be removed as a result of the project. On the 305 S. Sepulveda Boulevard site there are nine palm trees, two eucalyptus trees, and seven unidentified tree species. These trees are on private property and are not street trees, which are protected and defined in section 7.32.020 of the Manhattan Beach Municipal Code. The trees do not occur within a State scenic highway and removal of the trees would therefore not impact a scenic resource. No impact would occur on this site and further analysis of this issue in an EIR is not warranted.



Expansion at the 330 S. Sepulveda Boulevard site may remove two small palm trees and three unidentified tree species as part of project construction. The unidentified tree species are on private property and not identified as street trees per section 7.32.020 of the Manhattan Beach Municipal Code. The two palm trees are considered street trees because they occur along Duncan Drive. If the two palm trees need to be removed during project construction the project applicant may obtain a permit to remove the palm trees per section 7.32.040 of the Manhattan Beach Municipal Code. The removal to two palm trees along Duncan Drive would not substantially change the scenic resources in the project vicinity because there are many palm trees within the surrounding area, such as the palm trees north across Duncan Drive, and the existing urban landscape would not experience a considerable visual loss. Additionally, the landscaping proposed as part of the project would add more vegetation to the urban landscape and the trees are not within a State scenic highway. Therefore, their removal is not considered a significant visual impact within a State scenic highway. Impacts on the Manhattan Beach expansion site would be less than significant and further analysis of this issue in an EIR is not warranted.

#### ***LESS THAN SIGNIFICANT IMPACT***

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

The Hermosa Beach project site is currently developed with new and used auto sales facilities, and auto repair facilities. All of these buildings are currently vacant and not being maintained as illustrated in Figures 4a-4c. The proposed project would replace these buildings with a new Design Center and Executive Offices for Skechers. The buildings would resemble existing Skechers offices located at 330 S. Sepulveda Boulevard in Manhattan Beach, which is across PCH, approximately 120 feet from the project site in the City of Manhattan Beach. Renderings of the proposed buildings are provided in Figure 5. These proposed buildings are larger in scale and mass than the existing buildings. As such, the project has the potential to alter the visual character of the project site and its surroundings. Therefore, this impact may be potentially significant and will be analyzed in an EIR.

The 305 S. Sepulveda Boulevard site is currently developed with an auto-repair shop, a vacant copy shop, an office building, and a dry-cleaning facility. These buildings are directly on the sidewalk and have no cohesive design element. The buildings would be demolished and replaced with a modern Skechers' office building that would match the design of the Skechers' building at 330 S. Sepulveda Boulevard, as well as the Hermosa Beach component. The proposed buildings are larger in scale and mass than existing buildings. See Figure 6 for Project Elevations. As such, the project has the potential to alter the visual character of the project site and its surroundings including introducing new sources of shade and shadows on neighboring residential properties. Therefore, this impact may be potentially significant and will be analyzed in an EIR. The EIR will include a shade/shadow analysis that evaluates shadows generated by the project on both the summer and winter solstices.

The 330 S. Sepulveda Boulevard site is currently developed with a vacant car wash. The building would be demolished and replaced with a modern Skechers' office building that would match the building adjacent to the site at 330 S. Sepulveda Boulevard. The proposed



expansion would connect to the existing Sketchers building, see Figure 7 for Project Elevations. As such, the project has the potential to alter the visual character of the project site and its surroundings including introducing new sources of shade and shadows on neighboring residential properties. Therefore, this impact may be potentially significant and will be analyzed in an EIR. The EIR will include a shade/shadow analysis that evaluates shadows generated by the project on both the summer and winter solstices.

**POTENTIALLY SIGNIFICANT IMPACT**

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

The proposed project would involve the construction of a new Design Center and Executive Offices for Skechers in a developed area of Hermosa Beach. Existing vacant buildings located on the project site would be demolished and new sources of light and glare would be introduced. Potential new sources of lighting include windows, lighting at the subterranean garage entrance, illumination of exterior building areas and signage. Headlights from vehicles entering and exiting the parking areas at night could cast light onto roadways and surrounding properties. Potential new sources of glare include windows, signage and building materials. The project site vicinity is urban in character, with generally high levels of existing lighting, particularly along PCH. The nearest sensitive receptors are the residential buildings immediately adjacent and west of the project site. Impacts related to light and glare would be potentially significant and will be analyzed in an EIR.

The proposed project would also involve additional Skechers office spaces in a developed area of Manhattan Beach new-building with development of a new building and expansion of the existing Skechers building at 330 S. Sepulveda Boulevard. Existing buildings located on the project sites would be demolished and new sources of light and glare (as discussed above) would be introduced. The nearest sensitive receptors are the residential buildings immediately adjacent and west of the Manhattan Beach project site, with frontage on Boundary Place and Duncan Avenue, and immediately adjacent to the east of the proposed Manhattan Beach extension. However, Manhattan Beach Municipal Code requires the shielding of exterior lights to inhibit off-site illumination or glare. However, the Manhattan Beach buildings would introduce new sources of glare besides exterior lighting. Therefore, impacts related to light and glare would be potentially significant and will be analyzed in an EIR.

**POTENTIALLY SIGNIFICANT IMPACT**



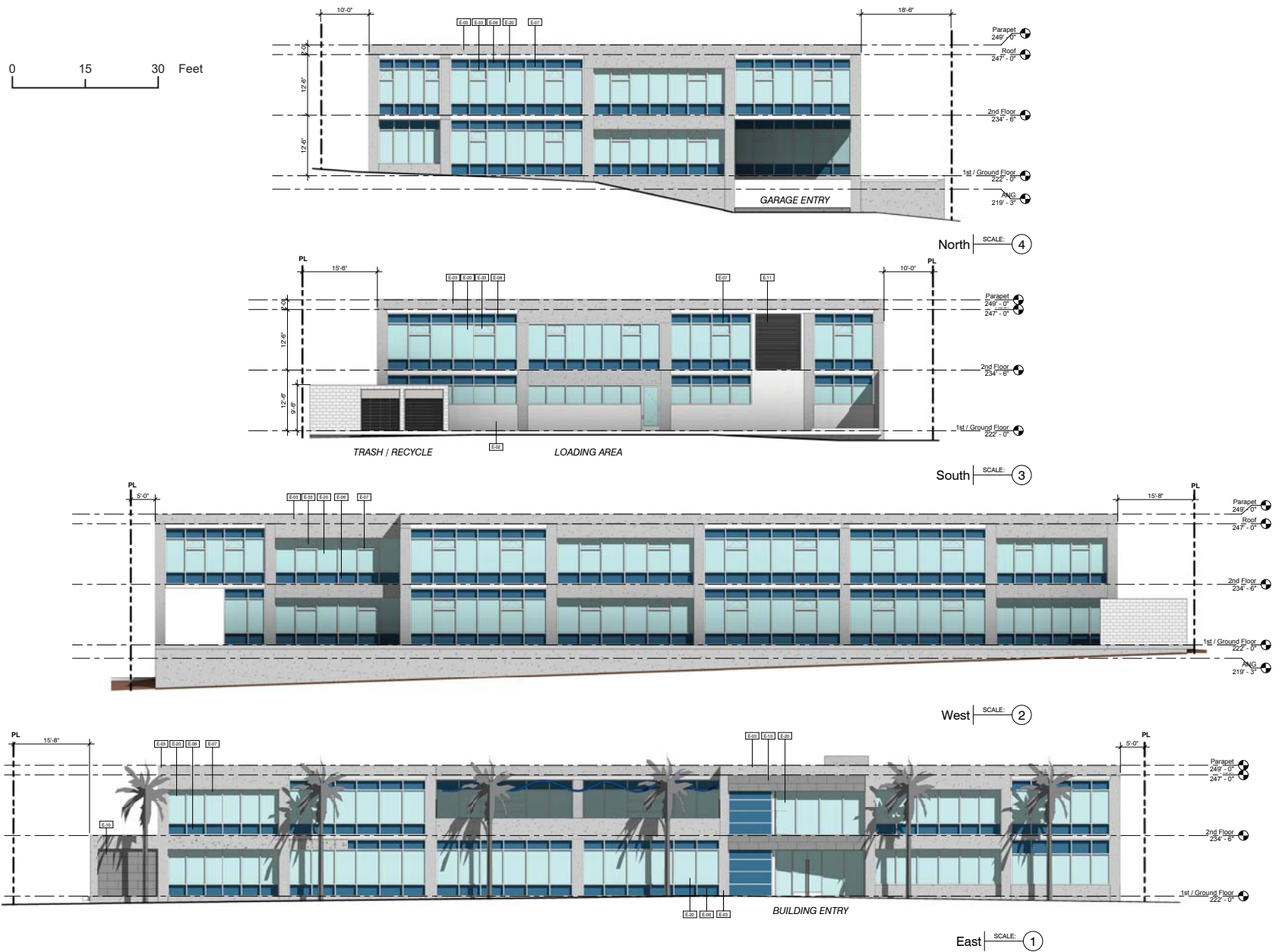


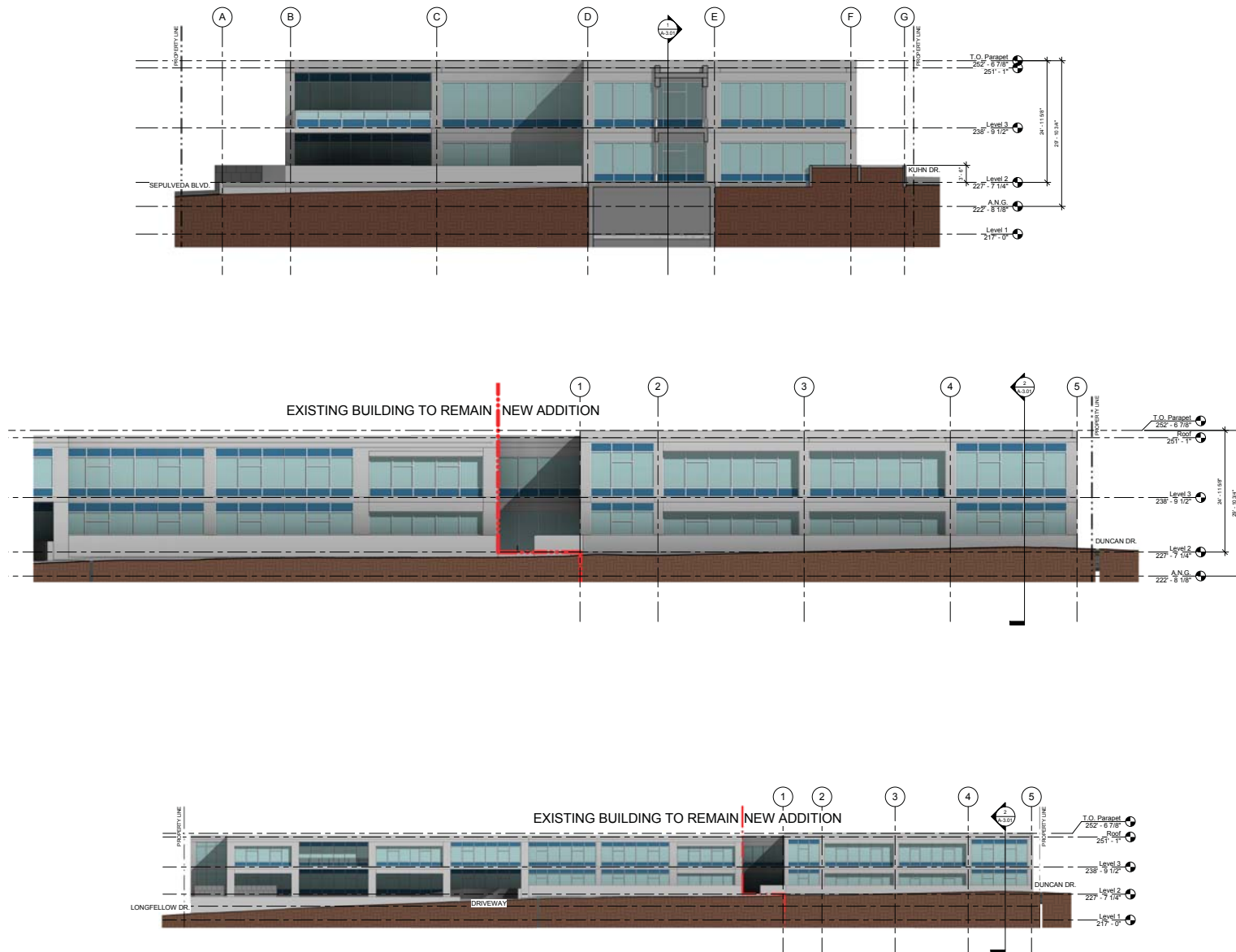
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Skechers Design Center and Executive Offices Project  
**Initial Study**





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



a-e) *Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use; conflict with existing zoning for agricultural use, or a Williamson Act contract. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g); result in the loss of forest land or conversion of forest land to non-forest use, or involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use.*

The Hermosa Beach site is currently zoned R-1 (Single Family Residential) and C-3/AH-O (General Commercial/ Affordable Housing Overlay) and the General Plan designation is General Commercial (CG). The site is developed with non-residential structures and surrounded by commercial and residential uses. The vicinity of the site is entirely urbanized.

The 305 S. Sepulveda Boulevard site’s General Plan designation is General Commercial and is currently zoned CG (General Commercial). The 330 S. Sepulveda Boulevard site’s General Plan designation is also CG. Both Manhattan Beach sites are also developed in an urbanized area with non-residential structures and surrounded by commercial and residential uses.

No agricultural activities presently occur on-site or adjacent to the sites. None of the sites are classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Important (California Division of Land Resource Protection, 2014). In addition, neither the City of Hermosa Beach nor the City of Manhattan Beach has land zoned for agricultural or forest land, nor are any lands within the cities are under a Williamson Act contract (City of Hermosa Beach, 2014; City of Manhattan Beach, 2003). No impact would occur with respect to this issue and further analysis in an EIR is not warranted.

**NO IMPACT**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>III. AIR QUALITY</b>				
-- Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	■	□	□	□
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	■	□	□	□
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing	■	□	□	□



	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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**III. AIR QUALITY**

-- Would the project:

emissions which exceed quantitative thresholds for ozone precursors)?

d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Greenhouse gas emissions are addressed in Section VII, *Greenhouse Gas Emissions*, below.

a) *Conflict with or obstruct implementation of the applicable air quality plan.*

Vehicle use, energy consumption, and associated air pollutant emissions are directly related to growth. A project may be inconsistent with the AQMP if it would generate population, housing or employment growth exceeding the forecasts used in the development of the AQMP. Projects that do not involve growth-inducing impacts or cause local or regional population/ growth projections to be exceeded are generally considered consistent with the AQMP.

None of the project components include any residential components; however, all could lead to population growth as a result of employment opportunities generated by the operation of the Design Center and Executive Offices in Hermosa Beach, the office space for back office corporate functions in Manhattan Beach, and the expansion of the existing Manhattan Beach Skechers office.

As discussed in the *Project Description*, the Hermosa Beach project would accommodate up to approximately 430 employees. According to the Southern California Association of Governments (SCAG) 2012 - 2035 RTP/SCS, Hermosa Beach had a total of 7,000 jobs in 2008. Therefore, the 430 individuals employed by the proposed project would increase the number of jobs in the City of Hermosa Beach by approximately six percent

The two Manhattan Beach projects would accommodate up to 225 employees in the new proposed office building and expanded building. According to the Southern California Association of Governments (SCAG) 2012 - 2035 RTP/SCS, Manhattan Beach had a total of 15,100 jobs in 2008. Therefore, the 225 individuals employed by the proposed project would increase the number of jobs in the City of Manhattan Beach by approximately one percent.





When compared to employment levels within the entire South Bay Cities subregion,<sup>1</sup> (reported by SCAG to be 372,240 in 2008), the 725 additional jobs represents a 0.1 percent increase in employment in South Bay cities area. As discussed in Section XIII, *Population and Housing*, the additional employees and residents that would be added to the region are within the growth forecast for the South Bay Cities region as a whole. Nevertheless, potential direct and indirect impacts related to job growth will be studied in an EIR.

#### **POTENTIALLY SIGNIFICANT IMPACT**

*b, c) Violate any air quality standard or contribute substantially to an existing or projected air quality violation or 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).*

The SCAQMD has established standards for air quality contaminants generated by construction and by operational activities for such pollutants as ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), and particulate matter (PM<sub>10</sub>). The SCAQMD maintains an extensive air quality monitoring network to measure criteria pollutant concentrations throughout the SCAB. The SCAB is in nonattainment for the federal standards for ozone, lead, and particulate matter (PM<sub>2.5</sub>), as well as state standards for ozone and particulate matter (PM<sub>2.5</sub>, PM<sub>10</sub>) (California Air Resources Board, 2014).

Dust would be generated during the construction of the Hermosa Beach and Manhattan Beach project components and could contribute to particulate matter that may degrade local air quality. Traffic and energy consumption associated with operations of the Hermosa Beach component, 305 S. Sepulveda Boulevard, and 330 S. Sepulveda Boulevard would also generate air pollutant emissions. These emissions could result in the violation of air quality standards or exceedance of SCAQMD's significance thresholds. These short-term and long-term air quality impacts may be potentially significant and will be assessed in an EIR.

#### **POTENTIALLY SIGNIFICANT IMPACT**

*d) Expose sensitive receptors to substantial pollutant concentrations.*

The sensitive receptors nearest to the Hermosa Beach site include adjacent residences and a child care center located west of the project site between Boundary Place and south of 30<sup>th</sup> street. The sensitive receptors nearest to the 305 S. Sepulveda Boulevard site include adjacent residences west of the project 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 project site with frontage on Kuhn Drive.

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<sup>1</sup> South Bay Cities includes 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.





These sensitive residential receptors could be adversely affected by air pollutant emissions associated with project construction and operation. This impact may be potentially significant and will be analyzed in an EIR.

**POTENTIALLY SIGNIFICANT IMPACT**

e) *Create objectionable odors affecting a substantial number of people.*

According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Neither the Hermosa Beach design center nor the Manhattan Beach office projects include any uses or operations that would generate significant odors. No impact would occur with respect to odors and further analysis of this issue is not warranted.

**NO IMPACT**

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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**IV. BIOLOGICAL RESOURCES**

-- Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	■	□	□	□
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	□	□	□	■
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	□	□	□	■
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native	□	□	□	■



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**IV. BIOLOGICAL RESOURCES**

-- Would the project:

resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The Hermosa Beach site, 305 S. Sepulveda Boulevard site, and 330 S. Sepulveda Boulevard site within Manhattan Beach are within a highly urbanized area. In addition, all three sites have been disturbed to accommodate past and present onsite development and are currently covered with structures, as described in the *Project Description*. None of the sites contain native biological habitats or habitats for special status species.

Existing street trees located on Kuhn Drive adjacent to and within the 330 S. Sepulveda Boulevard site could be affected by the proposed project. These trees could 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. The 330 S. Sepulveda Boulevard site has the potential to impact migratory and other bird species if construction activities occur during the nesting season, which is typically February 15 through September 15. Construction-related disturbances could result in nest abandonment or premature fledging of the young. Therefore, the 330 S. Sepulveda Boulevard component could result in potentially significant impacts.

**POTENTIALLY SIGNIFICANT IMPACT**

b, c) *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; or 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.*

The Hermosa Beach site, the 305 S. Sepulveda Boulevard site, and the 330 S. Sepulveda Boulevard site are all currently developed and within an urban setting. None of the sites include any riparian or sensitive natural communities. No impact would occur and further analysis of these issues in an EIR is not warranted.

#### **NO IMPACT**

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

The Hermosa Beach site, the 305 S. Sepulveda Boulevard site, and the 330 S. Sepulveda Boulevard site are all currently developed and within an urbanized area. The sites do not provide for any substantial movement or nursery habitat. The proposed project would not interfere with the movement of any native resident or migratory fish or wildlife species or affect any nursery sites as compared to the current site conditions. No impact would occur and further analysis of this issue in an EIR is not warranted.

#### **NO IMPACT**

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

The Hermosa Beach component of the project would not conflict with any local policies or ordinances protecting biological resources. The existing street trees along S. Sepulveda Boulevard could be affected by the project, however, these trees are not protected by any local policies or ordinances. Therefore, no impact would occur and further analysis of this issue in an EIR is not warranted.

Several trees on the 305 S. Sepulveda Boulevard site and the 330 S. Sepulveda Boulevard site in Manhattan Beach would be removed as a result of the project. The 305 S. Sepulveda Boulevard site has the potential to remove nine palm trees, two eucalyptus trees, and seven unidentified tree species. However, these trees are on private property and are not street trees, as defined in section 7.32.020 of the Manhattan Beach Municipal Code.

The 330 S. Sepulveda Boulevard site may remove two palm trees and three unidentified tree species as part of project construction. The unidentified tree species are on private property and not identified as street trees per section 7.32.020 of the Manhattan Beach Municipal Code. The two palm trees at this site are street trees along Duncan Drive. The project applicant may obtain a permit to remove the palm trees per section 7.32.040 of the Manhattan Beach Municipal Code if the two palm trees need to be removed during project construction, complying with local ordinances. Therefore, all three proposed projects would comply with local policies or ordinances. Impacts would be less than significant and further analysis of this issue in an EIR is not warranted.



**LESS THAN SIGNIFICANT IMPACT**

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

The Hermosa Beach, the 305 S. Sepulveda Boulevard site, and the 330 S. Sepulveda Boulevard site in Manhattan Beach are not within the area of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impact would occur and further analysis of this issue in an EIR is not warranted.

**NO IMPACT**

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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**V. CULTURAL RESOURCES**

-- Would the project:

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

a) *Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.*

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 and would be demolished as part of the project.

The 305 S. Sepulveda Boulevard site is developed with single story commercial buildings and a two story office building. Only the copy shop building and Auto Werxstatt facility are currently vacant, however, all existing buildings would be demolished as part of the project.

The 330 S. Sepulveda Boulevard site is currently developed with a vacant car wash building, which would be demolished as part of the proposed project.



Rincon Consultants, Inc. conducted a preliminary historic assessment of the Hermosa Beach and 305 S. Sepulveda Boulevard sites. That assessment included as Appendix A, finds that none of the buildings located within either project area retain sufficient integrity of a historic significance to warrant consideration for eligibility at the State or local levels of historic significance. The Manhattan Beach expansion site car wash was constructed in 1955 and remodeled in 1986 (Los Angeles County Assessor, 2016). Based on the nature of the building and the fact that it has been remodeled from its original condition, the car wash does not appear to be eligible for consideration as a historic resource. As such, none of the buildings located within any of the three development sites are considered historical resources in accordance with CEQA (Section 21084.1). Demolition and redevelopment of the parcels located within the three project sites would not result in a significant adverse impact to historic resources in accordance with CEQA. No impact would occur and further analysis of this issue in an EIR is not warranted.

**NO IMPACT**

b-d) *Cause a substantial adverse change in the significance of an archaeological resource as defined in §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.*

The Hermosa Beach site, the 305 S. Sepulveda Boulevard site, and the 330 S. Sepulveda Boulevard site within Manhattan Beach are all within an urbanized area. All three sites have been previously graded and paved; therefore, the likelihood that intact archaeological resources, paleontological resources, or human remains are present is low. Because both sites have been developed previously, any surficial paleontological resources that may have been present at one time have likely been disturbed. Therefore, the topmost layers of soil in both project areas are not likely to contain substantive fossils. Excavation to the depths proposed by all three project components has not occurred under previous development. Although project implementation is not expected to uncover archaeological resources, paleontological resources or human remains, the possibility for such resources exists and impacts would be potentially significant and will be assessed in an EIR.

**POTENTIALLY SIGNIFICANT IMPACT**

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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**VI. GEOLOGY AND SOILS**

-- Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS</b>				
-- Would the project:				
Geologist for the area or based on other substantial evidence of a known fault?				
ii) Strong seismic ground shaking?	■	□	□	□
iii) Seismic-related ground failure, including liquefaction?	■	□	□	□
iv) Landslides?	□	□	□	■
b) Result in substantial soil erosion or the loss of topsoil?	■	□	□	□
c) Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	■	□	□	□
d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?	■	□	□	□
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	□	□	□	■

a(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault.

Fault rupture is defined as the displacement that occurs at the ground surface along a seismically active fault during an earthquake event. Based on criteria established by the California Geological Survey (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). The seismically active southern California region is crossed by numerous active and potentially active faults and is 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 CGS. These zones identify areas where potential surface rupture along an active fault could prove hazardous and identify where special studies are required to characterize the fault rupture hazard potential to habitable structures (CDMG 1999). Neither



Hermosa Beach nor Manhattan Beach is located within a fault-rupture hazard zone area, as defined by the Alquist-Priolo Special Studies Zones Act, and no known major active faults are located within Hermosa Beach or Manhattan Beach (City of Hermosa Beach, 2014; City of Manhattan Beach, 2003). Therefore, there would be no impact associated with rupture of a known earthquake fault and further analysis of this issue in an EIR is not warranted.

### ***NO IMPACT***

a(ii) *Strong seismic ground shaking.*

As with any site in the southern California region, the Hermosa Beach site and both Manhattan Beach sites are susceptible to strong seismic ground shaking in the event of a major earthquake. Nearby active faults include the Newport-Inglewood Fault, the Palos Verdes Fault, the San Andreas Fault, the Elysian Park Thrust, and the San Jose Fault. These faults are capable of producing strong seismic ground shaking at all three development sites. Impacts associated with seismic-related ground shaking will be addressed via standard structure designs and would be examined by each of the Cities' engineers. Nevertheless, there is the potential for substantial adverse effects from strong seismic ground shaking; impacts are potentially significant and will be assessed in an EIR.

### ***POTENTIALLY SIGNIFICANT IMPACT***

a(iii) *Seismic-related ground failure, including liquefaction.*

Liquefaction is a form of earthquake-induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. Liquefaction can occur when these types of soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Shallow groundwater table, the presence of loose to medium dense sand and silty sand, and a long duration and high acceleration of seismic shaking are factors that contribute to the potential for liquefaction. Liquefaction usually results in horizontal and vertical movements from lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials.

Neither the Hermosa Beach site nor either of the Manhattan Beach sites are within a potential liquefaction zone as identified on the State Hazards map (California Department of Conservation, Redondo Beach Quadrangle, 1999). However, all three developments include subterranean parking, which can increase the risk of liquefaction hazards as construction occurs closer to the water table. Therefore, impacts associated with seismic-related ground failure, including liquefaction, would be potentially significant and will be assessed in an EIR.

### ***POTENTIALLY SIGNIFICANT IMPACT***

a(iv) *Landslides.*

During an earthquake event, the seismic shaking forces applied to native hillside areas can result in "seismically induced landslides". Seismically induced landslides typically occur in areas of steeper hillsides, near the tops of ridges, where weathered surficial and bedrock materials are exposed on slopes, and in areas of prior landslides. Neither the Hermosa Beach



site nor the Manhattan Beach sites are within a potential landslide zone (City of Hermosa Beach, 2014; Manhattan Beach, 2003). Consequently, there would be no impact associated with landslides and further analysis of this issue in an EIR is not warranted.

### ***NO IMPACT***

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

Erosion is a normal and inevitable geologic process whereby earth materials are loosened, worn away, decomposed, or dissolved and are removed from one place and transported to another. Preparing land for construction can remove ground cover, exposing soils to wind erosion. Accelerated erosion within an urban area can cause damage by undermining structures; blocking storm sewers; and depositing silt, sand or mud in roads and tunnels. Eroded materials are eventually deposited into coastal waters where the carried silt remains suspended for some time. Temporary erosion could occur during the construction of all three developments and would result in potentially significant impacts. Further evaluation of potential impacts associated with soil erosion will be included in an EIR.

### ***POTENTIALLY SIGNIFICANT IMPACT***

c) *Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.*

Subsidence is the sudden sinking or gradual downward settling of the earth's surface with little or no horizontal movement. Subsidence is caused by a variety of activities, which include, but are not limited to, withdrawal of groundwater, pumping of oil and gas from underground, the collapse of underground mines, liquefaction, and hydrocompaction. Lateral spreading is the horizontal movement or spreading of soil toward an open face. The potential for failure from subsidence and lateral spreading is highest in areas where the groundwater table is high and where relatively soft and recent alluvial deposits exist. Lateral spreading hazards may also be present in areas with liquefaction risks.

The City of Hermosa Beach identifies a liquefaction zone west of Hermosa Avenue, which is west of the project site. This area has a high water table and therefore may be located on a geologic unit or soil that is unstable (City of Hermosa Beach, 2014).

Liquefaction hazard areas in Manhattan Beach have been identified along the coast, particularly the sandy areas of the beach. Only lifeguard towers and a partial portion of the Pier are located in liquefaction areas (City of Manhattan Beach, 2003).

The Hermosa Beach site, the 305 S. Sepulveda Boulevard site, and the 330 S. Sepulveda Boulevard site in Manhattan Beach are all located east of this liquefaction zone; however, due to the proposed subterranean parking level for all developments, construction would occur in closer proximity to the water table, which increases the likelihood of impacts associated with liquefaction. Impacts would be potentially significant and will be analyzed further in an EIR.

### ***POTENTIALLY SIGNIFICANT IMPACT***





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

Expansive soils are generally clays which increase in volume when saturated and shrink when dried. The soils located at both project sites have not been mapped as part of the U.S. Department of Agriculture Natural Resources Conservation Service’s Web Soil Survey.

The Existing Conditions Report prepared as part of the Hermosa Beach General Plan Update states that since no citywide soil report exists, expansive and collapsible soils are analyzed on a project-by-project basis.

Manhattan Beach may be roughly divided into two sections based on its topography and soil conditions. The areas are divided by a sand dune ridge which runs diagonally from a point on the northwest City boundary approximately 2,000 feet from the coast to a point on the southern City boundary approximately 1,000 feet east of Sepulveda Boulevard. To the west of this ridge, where the development sites are located, the soil is fine dune sand and the topography is hilly (City of Manhattan Beach Official Website). Therefore, impacts related to expansive soils would be potentially significant and further analysis of potential impacts associated with expansive soil will be included in an EIR.

**POTENTIALLY SIGNIFICANT IMPACT**

e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.*

The Hermosa Beach development and both Manhattan Beach developments would be connected to local wastewater treatment systems. Septic systems would not be used. No impact would occur and further analysis of this issue in an EIR is not warranted.

**NO IMPACT**

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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**VII. GREENHOUSE GAS EMISSIONS**

-- Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	■	□	□	□
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	■	□	□	□



a-b) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.*

Construction and operation of all three developments would generate greenhouse gas (GHG) emissions through the burning of fossil fuels or other emissions of GHGs, thus potentially contributing to cumulative impacts related to global climate change. Emissions could potentially exceed locally adopted significance thresholds and the projects could potentially conflict with local and regional plans adopted for the purpose of reducing GHG emissions, including AB 32 and applicable SCAQMD programs and policies. Impacts related to GHG emissions would be potentially significant and will be analyzed further in an EIR.

**POTENTIALLY SIGNIFICANT IMPACT**

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS</b>				
-- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**VIII. HAZARDS AND HAZARDOUS MATERIALS**

-- Would the project:

- |   |                                     |                          |                          |                                     |
|---|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?   | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.*

The proposed project would involve the construction of three new commercial buildings and an addition to an existing building. The proposed uses of the Hermosa Beach site consist of executive offices and a design center. The design center includes show rooms and meeting spaces for new products in various phases of development. The proposed use of the Manhattan Beach site consists of office space for back office corporate functions. The proposed use of the 330 S. Sepulveda Boulevard site is for retail, real estate, and construction office functions of Skechers.

No production or manufacturing of any kind that would involve the use or transport of hazardous materials would occur on any site. None of the three developments would involve the routine transport, use or disposal of hazardous substances, other than minor amounts typically used for maintenance. In the unlikely scenario that licensed vendors or tenants bring hazardous materials to and from the project sites, they would be required to provide all appropriate documentation for all hazardous material that is transported in connection with project-site activities (as required by the City’s Municipal Code). In addition, any hazardous wastes produced on any of the three sites would be subject to requirements associated with accumulation time limits, proper storage locations and containers, and proper labeling. As part of any removal of any hazardous waste from the sites, hazardous waste generators are required to use a certified hazardous waste transportation company, which must ship hazardous waste to a permitted facility for treatment, storage, recycling, or disposal. Compliance with these applicable regulations would reduce impacts associated with the use, transport, storage, and



sale of hazardous materials to a less than significant level. Therefore, further analysis of this issue in an EIR is not warranted.

### ***LESS THAN SIGNIFICANT IMPACT***

b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.*

The Hermosa Beach site, the 305 S. Sepulveda Boulevard site, and the 330 S. Sepulveda Boulevard site currently contain auto repair or car wash facilities. The auto repair site in Hermosa Beach is vacant, while the Auto Werxstatt at the 305 S. Sepulveda Boulevard site is vacant, and the car wash facility at the 330 S. Sepulveda Boulevard site is vacant.

A Phase I Environmental Site Assessment prepared by SCS Engineers for the Hermosa Beach site (approximately 200 feet from the Manhattan Beach site) indicates that the previous automotive dealership activities (waste oil tank, hydraulic lifts, clarifier, etc.) resulted in site contamination consisting of heavy hydrocarbons at concentrations above generally accepted levels. This contamination was excavated and removed off-site for disposal. However, the project involves the demolition of the existing buildings and construction of the Skechers design center, executive offices, and a subterranean parking. It is possible that additional contamination would be encountered during site preparation. Therefore, impacts related to hazardous materials would be potentially significant and will be analyzed further in an EIR.

The Manhattan Beach project involves the demolition of a vacant auto-repair shop, a dry-cleaning facility, a vacant copy center and office building. These facilities would be replaced by office space for back office corporate functions, which would include subterranean parking. Due to the current and previous uses, it is possible that contamination would be encountered during site preparation. Therefore, impacts related to hazardous materials would be potentially significant and will be analyzed further in an EIR.

The expansion at the 330 S. Sepulveda Boulevard site involves the demolition of a vacant car wash in the end of May. This facility would be replaced by commercial space for retail, real estate, and construction office functions of Skechers, and would include subterranean parking. Due to the previous use as a car wash, it is possible that contamination would be encountered during site preparation. Therefore, impacts related to hazardous materials would be potentially significant and will be analyzed further in an EIR.

### ***POTENTIALLY SIGNIFICANT IMPACT***

c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school.*

All three development sites are located approximately 0.25 miles west of Mira Costa High School (1401 Artesia Boulevard, Manhattan Beach) and Pennekamp Elementary School, and 0.35 miles east of Robinson Elementary School (80 S. Morningside Drive, Manhattan Beach). Additionally, a child care center is located between the Hermosa Beach and Manhattan Beach sites, on the northern side of Longfellow Avenue. A number of private schools and pre-schools also occupy the area. Operation of the three developments would not involve the use or



transport of hazardous materials. However, construction of the proposed developments would involve demolition of the existing onsite structures and surface parking lots. All existing buildings on the three sites would be demolished as part of the project. Many of these buildings are older than 45 years of age. Due to their age, these buildings may contain asbestos and lead-based paints and materials. The removal of any asbestos-containing materials would be required to comply with all applicable existing rules and regulations, including SCAQMD Rule 1403 (Asbestos Demolition and Renovation Activities) and CalOSHA regulations regarding lead-based materials. SCAQMD Rule 1403 specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos containing materials (ACMs). Requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials (ACWM). All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings. California Code of Regulations, §1532.1, requires testing, monitoring, containment, and disposal of lead-based materials, such that exposure levels do not exceed CalOSHA standards. Therefore, impacts related to hazardous emissions or materials affecting school sites would be less than significant and further analysis of this issue in an EIR is not warranted.

#### **LESS THAN SIGNIFICANT IMPACT**

d) *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.*

Neither the Hermosa Beach site nor either Manhattan Beach site appears on any hazardous material site list compiled pursuant to Government Code Section 65962.5. The following databases were checked (September 14, 2015) for known hazardous materials contamination:

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

No impact would occur and further analysis of these issues is not warranted.

#### **NO IMPACT**

e, f) *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; or 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.*



There are no public or private airports on or adjacent to either the Hermosa Beach site, Manhattan Beach site, or Manhattan Beach expansion site. The nearest airport is Los Angeles International Airport, located approximately four miles north of the project sites. No impact would occur and further analysis of these issues is not warranted.

**NO IMPACT**

*g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.*

The proposed project involves infill development in an urbanized area of Hermosa Beach and Manhattan Beach. During project construction there may be temporary road or lane closures that could impact emergency or evaluation plans by changing emergency response routes. Therefore, impacts related to emergency response and evacuation plans would be potentially significant and will be analyzed further in an EIR.

**POTENTIALLY SIGNIFICANT IMPACT**

*h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.*

The Hermosa Beach site, the 305 S. Sepulveda Boulevard site, and the 330 S. Sepulveda Boulevard site in Manhattan Beach are all in an urbanized area and are not within a wildland fire hazard area. No impact would occur and further analysis of this issue in an EIR is not warranted.

**NO IMPACT**

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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**IX. HYDROLOGY AND WATER QUALITY**

-- Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**IX. HYDROLOGY AND WATER QUALITY**

-- Would the project:  
 have been granted)?

- |   |   |   |   |   |
|---|---|---|---|---|
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?                                | ■ | □ | □ | □ |
| d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | ■ | □ | □ | □ |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?   | ■ | □ | □ | □ |
| f) Otherwise substantially degrade water quality?   | ■ | □ | □ | □ |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?  | □ | □ | □ | ■ |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?   | □ | □ | □ | ■ |
| i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?   | □ | □ | □ | ■ |
| j) Result in inundation by seiche, tsunami, or mudflow?   | □ | □ | □ | ■ |

*a, c-f) Violate any water quality standards or waste discharge requirements; 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; substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding*



*on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or otherwise substantially degrade water quality.*

The Hermosa Beach site, the 305 S. Sepulveda Boulevard site, and the 330 S. Sepulveda Boulevard site in Manhattan Beach are all within the jurisdiction of the Los Angeles Regional Water Quality Control Board (RWQCB), which is responsible for the preparation and implementation of the water quality control plan for the Los Angeles Region. Regulations under the federal Clean Water Act require compliance with the National Pollutant Discharge Elimination System (NPDES) storm water permit for projects disturbing more than one acre during construction. All components of the project would be required to comply with the NPDES Multiple Separate Storm Sewer System (MS4) Permit issued by the Los Angeles RWQCB, which would require implementation of Best Management Practices (BMPs). BMPs would be required to reduce polluted runoff from the project sites by retaining, treating, or infiltrating polluted runoff onsite. The project developer would also be required to prepare a Standard Urban Storm Water Management Plan (SUSMP), which requires the integration of post-construction BMPs into the sites' overall drainage system. This would further reduce the potential for pollutants to enter the storm drain system.

The Hermosa Beach site, the 305 S. Sepulveda Boulevard site, and the 330 S. Sepulveda Boulevard site are urbanized and almost entirely covered with impervious surfaces, and would remain so under the proposed project. The project would redevelop the sites with buildings of larger mass and scale and may incrementally increase the amount of impervious surfaces on the site. All three developments would also involve re-grading of the sites from their existing conditions and the final site improvement would change the surface runoff pattern. Water drainage could potentially impact erosion or siltation on or off-site and introduce new pollutants. Therefore, impacts related to site drainage and runoff would be potentially significant and will be analyzed further in an EIR.

#### **POTENTIALLY SIGNIFICANT IMPACT**

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

The proposed project at the Hermosa Beach site involves the construction of a design center and executive offices on a site currently developed with automotive industry uses. The existing buildings are all currently vacant; therefore, the Hermosa Beach project would incrementally increase water consumption. Potable water is provided to the City of Hermosa Beach by the California Water Service Company (Cal Water). Hermosa Beach is located in Cal Water's Hermosa-Redondo District, which supplies groundwater, surface water, and recycled water. Hermosa Beach is both located in the West Coast subbasin of the Coastal Plain of the Los Angeles Watershed. There is an area within Hermosa Beach, located west of Hermosa Avenue known to have a high water table (City of Hermosa Beach, 2014). While the project is not located within an area known to have a high water table, the proposed project involves a subterranean parking garage. Excavation and use of the subterranean parking garage may impact groundwater resources. Impacts related to intrusion of site structures into the





groundwater table would be potentially significant. This issue will be further analyzed in an EIR.

The proposed project at the 305 S. Sepulveda Boulevard site Manhattan Beach site would involve the construction of office space for back office corporate functions on a site currently developed with a vacant auto-repair shop which relocated just north of the former location, a dry-cleaning facility, an office complex and a vacant copy center. Since several of the existing buildings are currently vacant; the project may increase water consumption. The proposed development at the 330 S. Sepulveda Boulevard site would involve the construction of an additional building connected to the existing Skechers office building south of the project site. The existing car wash building on site is vacant; therefore, development at this site would incrementally increase water consumption.

The City of Manhattan Beach is the direct provider of water within Manhattan Beach and obtains water from three sources: (1) Metropolitan Water District (MWD), which represents over eighty percent of the local water supply; (2) groundwater extracted by City-owned and operated wells; and (3) reclaimed water supplied for landscape irrigation from the West Basin Municipal Water District. Manhattan Beach owns the right to pump 3.8 million gallons per year of groundwater from the West Coast Basin. As described in Section XVI, *Utilities and Service Systems*, the EIR will evaluate the project's demand on the water supply, including groundwater.

#### **POTENTIALLY SIGNIFICANT IMPACT**

*g,h) 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; or place within a 100-year flood hazard area structures which would impede or redirect flood flows.*

A 100-year flood is an event that has a one percent chance of occurring in any given year. The Hermosa Beach site, the 305 S. Sepulveda Boulevard site, and the 330 S. Sepulveda Boulevard site in Manhattan Beach are all in Flood Zone X, which is an area outside of the 100-year flood (FEMA FIRM Map No. 06037C1770F, 2008). Additionally, none of the project components involve construction of a building that would impede flood flows. No impact related to flooding would occur and further analysis of this issue in an EIR is not warranted.

#### **NO IMPACT**

*i, j) 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; or result in inundation by seiche, tsunami, or mudflow.*

No water reservoirs or dams are located in Hermosa Beach, Manhattan Beach or the vicinity of the project site, which is approximately 0.7 miles from the Pacific Ocean and ranges from 190 to 230 feet above sea level. Neither the Hermosa Beach site nor either Manhattan Beach site is located within a potential tsunami inundation area (City of Hermosa Beach, 2014; City of Manhattan Beach, 2003). No impact would occur and further analysis of this issue in an EIR is not warranted.



**NO IMPACT**

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
<b>X. LAND USE AND PLANNING</b>				
-- Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with an applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Physically divide an established community.*

The Hermosa Beach site is located within an established urban area on land zoned C-3/AH-O (General Commercial/Affordable Housing Overlay). The project is suited for general commercial land use, no rezones would be necessary, and the project would not divide an established community. Impacts would be less than significant and further analysis of this issue is not warranted.

The 305 S. Sepulveda Boulevard site is also located within an established urban area on land zoned CG (General Commercial). Since the project is suited for general commercial land use, no rezones would be necessary and therefore, the project would not physically divide an established community. Impacts would be less than significant and further analysis of this issue is not warranted.

The 330 S. Sepulveda Boulevard site is also located within an established urban area and is zoned CG (General Commercial) / Area District 1. Since the project is suited for general commercial land use, no rezones would be necessary and therefore, the project would not physically divide an established community. Impacts would be less than significant and further analysis of this issue is not warranted.

**LESS THAN SIGNIFICANT IMPACT**



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

The Hermosa Beach component of the proposed project involves development of commercial buildings on the site, which is currently C-3/AH-O (General Commercial/ Affordable Housing Overlay). The Hermosa Beach component would require the following:

- Conditional Use Permit for development in the Affordable Housing Overlay zone
- Precise Development Plan
- Lot Line Adjustments combining 4-parcels into 1 lot on each side of 30<sup>th</sup> Street
- Administrative Use Permit for outdoor patio
- Parking Plan to account for buses for conferences (Design Center only)
- Vacation of alley west of/behind 2851 PCH
- Easement to allow underground pedestrian tunnel between the two buildings
- Construction and encroachment permits

Consistency of the Hermosa Beach component with the City’s General Plan, Sustainability Plan, and other adopted plans and land use policies will be analyzed in an EIR.

The Manhattan Beach components of the project would require the following:

- CUP for development on Sepulveda Boulevard
- Lot Merger to combine 3 lots into 1 for the Manhattan Beach new-building site
- Lot Merger to combine 2 lots into 1 for the Manhattan Beach expansion site

Consistency of the Manhattan Beach components with the City’s General Plan, Sustainability Plan, and other adopted plans and land use policies will be analyzed in an EIR.

**POTENTIALLY SIGNIFICANT IMPACT**

c) *Conflict with an applicable habitat conservation plan or natural community conservation plan.*

Neither the City of Hermosa Beach or Manhattan Beach have a Habitat Conservation Plan or Natural Community Conservation Plan, therefore there would be no impact to any habitat conservation plan or natural community conservation plan. No impact would occur and further analysis of this issue is not warranted.

**NO IMPACT**

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**XI. MINERAL RESOURCES**

-- Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

*a,b) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.*

The Hermosa Beach site, the 305 S. Sepulveda Boulevard site, and the 330 S. Sepulveda Boulevard site in Manhattan Beach are all in an urbanized area of Hermosa Beach and Manhattan Beach that is not used for mineral resource extraction. No state-designated or locally designated mineral resource zones exist in Hermosa Beach (City of Hermosa Beach, General Plan 1979). No oil extraction activities have historically occurred or are presently conducted on the Manhattan Beach site (DOGGR, 2015). Therefore, the proposed projects would not affect mineral resources. No impact would occur and further analysis of this issue in an EIR is not warranted.

**NO IMPACT**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**XII. NOISE**

-- Would the project result in:

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



	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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**XII. NOISE**

-- Would the project result in:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a, c, d) *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; a substantial permanent increase in ambient noise levels above levels existing without the project; or a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.*

Construction and operation activities for all three proposed developments would potentially increase noise levels in the vicinity of the sites and along transportation corridors. The most common sources of noise in the project vicinity are transportation-related, such as automobiles, trucks, and motorcycles. 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 both the Hermosa Beach site and the Manhattan Beach sites are automobiles traveling on PCH/Sepulveda Boulevard, immediately east of the Hermosa Beach and 305 S. Sepulveda Boulevard sites and west of the 330 S. Sepulveda Boulevard site. An increase in traffic associated with the proposed projects, as well as operational noise generated on-site, could impact nearby sensitive receptors. These receptors include residences located adjacent to all three development sites on the western, eastern, and northern boundaries.

Noise associated with operation of the Hermosa Beach component project may be periodically audible at adjacent uses. The Design Center would host conferences approximately twice per year, which may increase noise levels on-site. The trash and recycling operations of the Hermosa Beach component will be located on the lower level of the parking garage. The garage mechanical ventilation exhaust grill is located on the east (PCH) side of the Design Building. There would be an unimpeded 22'9" buffer zone between the Executive Building and the residential properties to the west.



Noise associated with the 305 S. Sepulveda Boulevard development would be less than the Hermosa Beach project since it would only include office buildings. The Manhattan Beach component would include a 5-foot setback on Duncan Avenue and a minimum of a 15' - 6" setback on the west side of the property in order to provide a landscape buffer between the building and the residential property to the west. Also, the transformer, cooling towers, and refuse/recycling areas are all also along Boundary Place and would be screened by walls.

Noise associated with the 330 S. Sepulveda Boulevard development would be less than for the Hermosa Beach site because this component would involve offices. The expanded office would be used for retail, real estate, and construction office functions of Skechers and would only add 75 employees at the expanded building. However, periodic retail and real estate office functions would bring in additional people, which may be periodically audible at adjacent uses.

Other on-site operations of all three developments are expected to involve noise associated with rooftop ventilation, heating systems, and trash hauling, as well as general noise that would be associated with increased traffic on the roadway system, which would also increase local traffic noise levels. Such increases could be audible at nearby receivers. Both the Hermosa Beach site and Manhattan Beach sites incorporate design features to minimize noise to nearby receptors. However, given the proximity of both projects to nearby sensitive receptors, impacts would be potentially significant for both and will be further analyzed in an EIR.

#### **POTENTIALLY SIGNIFICANT IMPACT**

##### *b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.*

All three components of the proposed project would involve construction activities such as demolition, grading, and excavation activities. Each of these is anticipated to result in some vibration that affect nearby residential receptors. Operation of the proposed project would not perceptibly increase ground-borne vibration or ground-borne noise above existing conditions due to the proposed commercial use of the site.

Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

The City of Hermosa Beach has not adopted any thresholds or regulations addressing vibration, but has been using the Los Angeles County threshold of 0.01 inches per second over the range of 1 to 100 hertz (Section 12.08.560 Los Angeles County Municipal Code). Manhattan Beach Municipal Code section 10.60.120 states that "No use, activity, or process shall produce vibrations that are perceptible without instruments by a reasonable person at the property lines of a site."

Due to the presence of residences adjacent to both the Hermosa Beach and Manhattan Beach sites, temporary groundborne vibration associated with construction activity could affect these sensitive receptors. Impacts would be potentially significant and will be further analyzed in an EIR.



**POTENTIALLY SIGNIFICANT IMPACT**

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

Neither the Hermosa Beach site, the 305 S. Sepulveda Boulevard site, nor the 330 S. Sepulveda Boulevard site in Manhattan Beach are located within an airport land use plan or within two miles of a public airport or public use airport. The nearest airport is Los Angeles International Airport, located approximately four miles to the north. No impact would occur and further analysis of this issue in an EIR is not warranted.

**NO IMPACT**

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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**XIII. POPULATION AND HOUSING**

-- Would the project:

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

a) *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).*

The proposed project would employ up to approximately 430 people at the Design Center and Executive Offices in Hermosa Beach, 150 people at the office space at 305 S. Sepulveda Boulevard, and 75 people at the expansion to the existing Skechers office building at 330 S. Sepulveda Boulevard in Manhattan Beach. 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%) and 21 (3%) live in Hermosa Beach. Approximately 83% of current employees live within 20 miles of the office, 91% live within 30 miles of the office, 96% live within 40 miles, and 98% live within 60 miles. This data indicates that existing employees live in locations throughout the Los



Angeles area. It is anticipated that only a small portion of the 655 new employees would reside within Hermosa Beach or Manhattan Beach.

Assuming that 3% of future employees would live within Hermosa Beach (consistent with employee trends), 16 potential new employees would be expected to reside within Hermosa Beach. As illustrated in Table 2, the most recently adopted regional growth forecast reported the population of Hermosa Beach to be 19,400 in 2008. The Southern California Association of Governments (SCAG) forecasts that the population of Hermosa Beach will be 19,600 in 2020. The 16 additional residents estimated to be added to Hermosa Beach as a result of the project would result in a 0.1% increase in the Hermosa Beach population (based on the 2015 population of 19,772 citizens).

Assuming that 5% of future employees would live in Manhattan Beach, 26 potential employees would be expected to reside within Manhattan Beach. As illustrated in Table 2, the most recently adopted regional growth forecast reported the population of Manhattan Beach to be 35,000 in 2008. The Southern California Association of Governments (SCAG) forecasts that the population of Manhattan Beach will be 35,500 in 2020. The 26 additional residents to be added to Manhattan Beach as a result of the project would result in a less than 0.1% increase in the Manhattan Beach population (based on the 2015 population of 35,763 citizens).

If all 655 employees were to relocate to the South Bay cities area it would also represent less than one percent increase in population to that region. The population projection for the South Bay Cities region (excluding the portions of the City of Los Angeles and County of Los Angeles District 2 and 4) is 772,000 residents in 2020 and 810,800 residents in 2035 (SCAG, April 2012). The additional employees who could relocate to the area as a result of the project represent 0.1% of residents projected for 2020 and less than 0.1% of residents projected for 2035 in the South Bay Cities.

**Table 2**  
**Population Forecast for Hermosa Beach,**  
**Manhattan Beach and South Bay Cities**

Region	Population		
	2008	2020	2035
<b>Hermosa Beach</b>	19,400	19,600	19,700
<b>Manhattan Beach</b>	35,000	35,500	36,000
<b>All South Bay Cities<sup>2</sup></b>	745,200	772,000	810,800

*Source: SCAG 2012-2035 Regional Transportation Plan, April 2012.*

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<sup>2</sup> South Bay Cities includes 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.





Despite the evidence that the proposed project would not induce substantial population growth, direct and indirect population growth associated with the creation of new jobs may occur and will be studied in an EIR.

**POTENTIALLY SIGNIFICANT IMPACT**

*b, c) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.*

The Hermosa Beach site is currently developed with new and used auto sales facilities and auto repair facilities. All existing buildings are currently vacant and would be demolished as part of the project.

The 305 S. Sepulveda Boulevard site is currently developed with a vacant auto-repair shop, a dry-cleaning facility, an office building and a vacant copy shop. The 305 S. Sepulveda Boulevard site is currently developed with a vacant car wash, which would be demolished as part of the project. Therefore, the proposed project would not displace housing or people or necessitate the construction of replacement housing.

No impact would occur as a result of any of the three developments and further analysis of this issue in an EIR is not warranted.

**NO IMPACT**

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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**XIV. PUBLIC SERVICES**

-- Would the project result in:

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

i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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**XIV. PUBLIC SERVICES**

-- Would the project result in:

iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a (i) *Fire protection services.*

The International City/County Management Association (ICMA) completed an Operations Analysis Report for Fire and Emergency Medical Services Final Report for Hermosa Beach in October 2013. Information included in this report is incorporated in the analysis below.

The Hermosa Beach Fire Department (HBFD) is a career fire and emergency medical services (EMS) department that provides fire protection, first response emergency medical services, and natural disaster preparedness services in Hermosa Beach. The HBFD consists of one fire station located in the south-central part of Hermosa Beach at 540 Pier Avenue. The facility was constructed in 1959 and is in poor condition (ICMA, 2013). The fire chief indicates that a new fire station is under consideration, but the City has not been successful in finding an available parcel in an optimal location for a new station (ICMA, October 2013).

The existing Hermosa Beach station has a total of 17 fire suppression personnel. These include 15 suppression shift personnel, a fire chief, and a civilian administrative assistant. The Assistant Fire Chief position is currently unfunded. From May 2012 to April 2013, the HBFD operated three frontline response apparatus: one engine, one advanced life support (ALS) ambulance, and one basic life support (BLS) ambulance. In addition, the HBFD operated one reserve engine/quint and one reserve utility vehicle. Between March 2012 and February 2013, HBFD carried out a total of 911 transports. HBFD responded to 1,660 calls that originated from within city limits during this time (ICMA, October 2013).

According to NFPA 1710, Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Departments (2010 ed.) the alarm processing or dispatch time should be less than or equal to 60 seconds 90 percent of the time. The average dispatch time was 1.3 minutes and the average response time for HBFD was 5.3 minutes (ICMA, October 2013).

The City of Hermosa Beach has "automatic" aid agreements with the Manhattan Beach and Redondo Beach Fire Departments. This means that the dispatch of units to an incident is handled automatically by the dispatch center and the dispatch of additional units does not



require the input of a commander on the scene. Manhattan Beach and Hermosa Beach have the same dispatch center. The City also has mutual aid agreements with the Los Angeles County Fire Department and the Torrance and El Segundo Fire Departments. Under the mutual aid agreement, units from the County, Torrance, and El Segundo could be dispatched to Hermosa Beach under the request of the commander on the scene. Likewise, units from Hermosa Beach could be requested to assist in those jurisdictions (City of Hermosa Beach, 2014).

The Manhattan Beach Fire Department (MBFD) consists of two fire stations, 30 career Firefighters and 24 volunteer personnel who are trained to provide the highest level of fire, medical and rescue assistance (Manhattan Beach General Plan, 2003). The MBFD has a constant staffing policy that requires staffing nine firefighters per shift; a Battalion Chief, two Fire Captains, two Fire Apparatus Engineers, and four Firefighters. All firefighters below the rank of Battalion Chief are required to be Los Angeles County licensed paramedics. Station 1 was officially opened July 1, 2006 and is located at 400 15<sup>th</sup> Street. The service area of Station 1 is from the Pacific Ocean east to Sepulveda Boulevard and north and south to the city's boundaries. The proposed project is included in this service area. This station also responds to mutual aid calls to western side of Hermosa Beach. Manhattan Beach's other station, Station 2, was officially opened December 12, 1954 and is located at 1400 Manhattan Beach Boulevard. This station's main service area is Sepulveda Boulevard to Aviation Boulevard to the east and from Artesia to Rosecrans. This station also responds to mutual aid calls in the surrounding cities and strike teams to areas of southern California during brush fire seasons (City of Manhattan Beach website, 2015).

The proposed project would involve the construction and operation of commercial development that may incrementally increase demand for fire protection services in either Hermosa Beach or Manhattan Beach. All components of the proposed project would be required to comply with all applicable Fire Codes and the development sites are within the existing service area of the HBFD and MBFD. With adherence to existing regulations, the proposed project would not result in the need for new or expanded fire facilities beyond those discussed above. Impacts would be less than significant and further analysis of this issue in an EIR is not warranted.

### ***LESS THAN SIGNIFICANT IMPACT***

#### *a (ii) Police protection services.*

The ICMA completed a Police Operations Report for Hermosa Beach in August 2013 with the following information. The Hermosa Beach Police Department (HBPD) provides police protection service within the planning area. The HBPD has one police station, located at 540 Pier Avenue, which is less than one mile south of the project site. The existing building is in poor condition and ICMA recommended that a team of representatives attend training to design a new police facility (ICMA, August 2013). The HBPD has 51 staff assigned to the station, consisting of 39 sworn personnel and 12 civilian staff. According to the General Plan Update Existing Conditions Report, the HBPD has 12 marked vehicles, 5 motorcycles, 10 unmarked vehicles, and 2 speed trailers (City of Hermosa Beach, 2014).



The Manhattan Beach Police Department (MBPD) is located at 420 15th St. The City of Manhattan Beach's website states that the Police and Fire Safety Facility, where the MBPD is headquartered, is state-of-the-art and houses the latest in public safety technology. MBPD employs approximately 68 sworn and 38 civilian full-time employees, and operates under two Bureaus - Administration/Investigations and Field Operations. The MBPD is led by Chief Eve Irvine who is supported by two Captains and five Lieutenants. MBPD operations are guided by its 2016-2018 Strategic Plan. The average response time to emergency calls is two minutes and nineteen seconds. The average response time for Priority 1 and 2 calls is four minutes and twenty seconds.

The proposed project involves the construction and operation of commercial development that would incrementally increase demand for police protection services in both Hermosa Beach and Manhattan Beach. However, none of the project components would affect service ratios such that new or expanded police facilities would be needed. Impacts would be less than significant and further analysis of this issue in an EIR is not warranted.

### ***LESS THAN SIGNIFICANT IMPACT***

#### *a (iii-v) Schools, parks, and other public facilities.*

The proposed project involves a commercial development that would not directly increase population. As discussed in Section XIII, *Population and Housing*, it is anticipated that approximately 507 new employees would be likely to be employed within Hermosa Beach and Manhattan Beach. Assuming that 3% of future employees would live within Hermosa Beach and 5% would live in Manhattan Beach (consistent with employee trends) only 16 potential new employees would be expected to reside within Hermosa Beach and only 26 potential employees would be expected to reside within Manhattan Beach. Remaining employees would reside in other communities. Population driven public services (i.e., schools, parks, libraries) would not experience substantial increases in service demand.

The Hermosa Beach City School District (HBCSD) provides elementary school (K-8) to students living in the city. Hermosa View School houses kindergarten through second grade with an enrollment of 467 in 2012-2013. Hermosa Valley School houses third through eighth grades with an enrollment of 929 in 2012-2013. High school students attend either Mira Costa High School in Manhattan Beach or Redondo Union High School in Redondo Beach.

The Manhattan Beach Unified School District (MBUSD) has eight schools, with education level ranging from preschool up to high school and with an enrollment of 7,044 students in 2015 (MBUSD.org, 2015).

Based on the population increase anticipated in conjunction with the project, the HBCD and MBUSD would be able to accommodate new students resulting from the project. Because California Law allows children to be enrolled in the district where a child "resides" or where the parent of a child "works," there could be an increase in student population from the 655 employees working at the project site. However, pursuant to Senate Bill 50, payment of fees to an affected school district would reduce school facility impacts to a less than significant level for



CEQA purposes. Therefore, impacts would be less than significant for all three project components and further analysis of this issue in an EIR is not warranted.

**LESS THAN SIGNIFICANT IMPACT**

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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**XV. RECREATION**

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

*a, b) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.*

The proposed project would involve the development of a new Skechers Design Center and Executives Offices in Hermosa Beach, an additional Skechers corporate office space in Manhattan Beach, and an expansion of the existing Skechers office in Manhattan Beach. The Hermosa Beach site would employ up to 430 people and the Manhattan Beach sites would employ up to 225 people.

There are 48.4 acres of parkland and 63.4 acres of public beaches within the City of Hermosa Beach. According to the General Plan Existing Conditions Report, the City provides 5.70 acres of parkland (which includes public beaches) per 1,000 residents (City of Hermosa Beach, 2014). If the current park acreage remained constant, the addition of 430 employees only reduce the ratio to 5.5 acres per 1,000 people, still achieving the City’s target (City of Hermosa Beach, 2015).

The 2000 Census reported 33,852 Manhattan Beach residents and the General Plan states there are approximately 179 acres of park, beach, and school grounds within the City. This results in a ratio of 5.28 acres of parkland for every 1,000 people. Manhattan Beach has established a service standard of providing 5.0 acres of park and recreation facilities per 1,000 residents. If the current park acreage remained constant, the addition of 225 employees would only reduce the ratio to 5.26 acres per 1,000 people, still achieving the City’s target (City of Manhattan Beach, 2015).



Both parkland ratios are above the goal or standard of 4 acres set by many cities in Los Angeles County and above the 3 acres per 1,000 residents standard required under the Quimby Act.

As discussed in Section XIII, *Population and Housing*, a small proportion of the 655 new employees would be likely to reside within Hermosa Beach or Manhattan Beach. Assuming that 3% of future employees would live within Hermosa Beach and 5% would live in Manhattan Beach (consistent with employee trends) only 16 potential new employees would be expected to reside within Hermosa Beach and only 26 potential employees would be expected to reside within Manhattan Beach. Remaining employees would reside in other communities. Assuming that this occurs, there would be an incremental change in the current parks per 1,000 residents ratio. Additionally, Valley Park and the Hermosa Valley Greenbelt in Hermosa Beach are located within ¼ mile of all three development sites and the Strand is located within ¾ miles of all three sites. These recreational areas would provide recreational opportunities to employees. Use of these facilities by employees commuting from other areas would incrementally increase demand, but this increase would be incremental and limited to normal business hours. The proposed Skechers facilities also include outdoor spaces for employees to relax and take lunch breaks, thereby offsetting some of the increased demand for recreational facilities. Impacts would be less than significant for all three project components and further analysis of this issue in an EIR is not warranted.

**LESS THAN SIGNIFICANT IMPACT**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XVI. TRANSPORTATION/TRAFFIC</b>				
-- Would the project:				
a) 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?	■	□	□	□
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	■	□	□	□
c) Result in a change in air traffic patterns, including either an increase in traffic	□	□	□	■



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XVI. TRANSPORTATION/TRAFFIC</b>				
-- Would the project:				
levels or a change in location that results in substantial safety risks?				
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	■	□	□	□
e) Result in inadequate emergency access?	■	□	□	□
f) 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?	■	□	□	□

a) *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.*

All three components of the proposed project would increase traffic compared to the existing vacant residential and non-residential buildings. Project generated traffic during construction would include worker-related commuter trips, trucks used for delivering construction equipment, and trucks used for delivering and hauling construction materials and wastes.

Project generated traffic during operation would include worker-related commute trips, truck delivery trips, and periodic bus trips for event transportation. The increase in traffic could adversely affect levels of services (LOS) for the local roadway network within Hermosa Beach and Manhattan Beach. Impacts resulting from all three project components would be potentially significant and will be analyzed further in an EIR.

**POTENTIALLY SIGNIFICANT IMPACT**

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

The Congestion Management Plan (CMP) is a state-mandated program enacted by the State legislature to address the impacts that urban congestion has on local communities and the region as a whole. Project-generated traffic due to all three project components could potentially conflict with roadway and transit level of service standards established by the CMP. Project impacts to regional roadway and traffic systems will be analyzed as part of an EIR to determine



whether there are significant impacts that would occur based on CMP guidelines. Impacts resulting from both projects would be potentially significant and will be analyzed further in an EIR.

**POTENTIALLY SIGNIFICANT IMPACT**

c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks*

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 of either project and further analysis of this issue in an EIR is not warranted.

**NO IMPACT**

d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment).*

The Hermosa Beach component of the project would be required to comply with the City of Hermosa Beach's roadway safety design standards. Nevertheless, proposed truck loading area and transportation routes could potentially create hazards due to the introduction of the new driveway on PCH/Sepulveda Boulevard, which is only associated with the Hermosa Beach project. The potential to create traffic hazards due to a project design feature will be studied in an EIR.

The Manhattan Beach components would be required to comply with standards outlined in the City of Manhattan Beach's roadway design standards, Sepulveda Boulevard Development Guide, General Plan, and consider the draft Mobility Plan. At the 330 S. Sepulveda Boulevard project site, Boundary Place and the intersection at Sepulveda Boulevard are substandard, and would require modifications to provide proper project access to the rear loading area. In addition, the driveway access and visibility on Duncan Place for the same building may have the potential to create traffic hazards; therefore impacts resulting from hazards due to project design would be potentially significant and will be analyzed further in an EIR.

**POTENTIALLY SIGNIFICANT IMPACT**

e) *Result in inadequate emergency access.*

All of the roads associated with the development would need to be evaluated to ensure they would allow for emergency vehicle access. Further evaluation of the potentially significant impact related to emergency access of both projects will be included in an EIR

**POTENTIALLY SIGNIFICANT IMPACT**

f) *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.*





Three transportation agencies provide transit services within the cities of Hermosa Beach and Manhattan Beach: Beach Cities Transit (BCT), LADOT Commuter Express, and Los Angeles County Metropolitan Transportation Authority (LACMTA, or Metro). The nearest transit stop is Metro line 232 located north of the project Hermosa Beach project site across Longfellow Avenue on PCH. Another Metro line 232 transit stop exists east of the Manhattan Beach and Hermosa Beach sites, east of PCH and south of Duncan Drive, near the entrance to the proposed Manhattan Beach expansion site building at 330 S. Sepulveda Boulevard.

The City of Hermosa Beach provides many pedestrian facilities including the Hermosa Valley Greenbelt and the Strand, two miles of continual pedestrian access along the beach. The City of Hermosa Beach does not have a Mobility Plan and is currently updating their General Plan from 1979 which will address circulation and transportation. In 2011, Hermosa Beach adopted the South Bay Bicycle Master Plan (SBBMP), which proposes to add 9.2 miles of bicycle facilities within the City and connects to neighboring networks in Manhattan Beach and Redondo Beach.

The City of Manhattan Beach published a Draft Mobility Plan in June 2014 which seeks to provide for a balanced, multi-modal transportation system for the movement of people and goods within, to and from the City. This updated plan reflects the City's greater emphasis on non-motorized modes of transportation (bicycling and walking) as well as implementing Complete Streets and emphasizing "Living Streets by providing high quality pedestrian, bicycling, and transit access to all destinations throughout the city, as appropriate, and design streets to be inviting places for all users, with beauty and amenities. The City of Manhattan Beach has also adopted the SBBMP, in concept, and has taken each proposed bicycle path, lane and route into consideration on a case-by-case basis. However, some routes identified in The Plan are difficult to implement due to lack of adequate roadway width, public opposition to some routes, and/or route redundancy. For these reasons, the Mobility Plan prioritizes the suggested bike facilities from The Plan into three categories; Phase 1, Phase 2, and Future, implementing the most desirable and feasible routes first, followed by a Phase 2 plan and a long-term future long-term recommendations.

The *City of Manhattan Beach General Plan Infrastructure Element* (2003) is the City's most current circulation document, as the City's Draft Mobility Plan has not yet been adopted. The goal of the Circulation Element is to provide safe and efficient movement of people and goods throughout the City. Policies within the Circulation Element relate to the Manhattan Beach sites and would help to achieve Goal I-1, particularly Policy I-1.12 to "monitor and minimize traffic issues associated with construction activities" (City of Manhattan Beach, 2003).

All three project components include bicycle parking and a public walk outside the buildings on PCH. Nevertheless, all three project components have the potential to conflict with adopted policies, plans, and programs related to public transit, bicycle and pedestrian facilities, including the SBBMP, will be analyzed further in an EIR.

### **POTENTIALLY SIGNIFICANT IMPACT**



	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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**XVII. UTILITIES AND SERVICE SYSTEMS**

-- Would the project:

- |   |   |   |   |   |
|---|---|---|---|---|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?   | ■ | □ | □ | □ |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                            | ■ | □ | □ | □ |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                                     | ■ | □ | □ | □ |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?  | ■ | □ | □ | □ |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | ■ | □ | □ | □ |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?  | ■ | □ | □ | □ |
| g) Comply with federal, state, and local statutes and regulations related to solid waste?   | ■ | □ | □ | □ |

*a, b, e) 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 components of the proposed project would generate wastewater during construction and operation. Wastewater collection services are provided by the cities of Hermosa Beach and Manhattan Beach. The City of Hermosa Beach has a sanitary sewer system 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 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 (City of Hermosa Beach, 2014).

The proposed project would generate additional wastewater, which could impact wastewater collection and treatment facilities, and could potentially conflict with the Regional Water Quality Control Board standards. Impacts resulting from all three project components would be potentially significant and will be evaluated in an EIR.

#### **POTENTIALLY SIGNIFICANT IMPACT**

*c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.*

As discussed in Section IX, *Hydrology and Water Quality*, all three components of the proposed project would alter site drainage due to grading and an increase in mass and scale of buildings located on the sites. Impacts resulting from all three project components would be potentially significant and will be evaluated further in an EIR.

#### **POTENTIALLY SIGNIFICANT IMPACT**

*d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.*

Potable water is provided to Hermosa Beach by the California Water Service Company (Cal Water). Hermosa Beach is located in Cal Water's Hermosa-Redondo District, which supplies groundwater, surface water, and recycled water.

The City of Manhattan Beach is the direct provider of water and obtains water from three sources: (1) Metropolitan Water District (MWD), which represents over eighty percent of the local water supply; (2) groundwater extracted by City-owned and operated wells; and (3) reclaimed water supplied for landscape irrigation from the West Basin Municipal Water District. Manhattan Beach owns the right to pump 3.8 million gallons per year of groundwater from the West Coast Basin.

All three components of the project would utilize both potable and recycled water for construction, operations, and landscape maintenance. Impacts to the cities' water supplies would be potentially significant and will be evaluated further in an EIR. Analysis will include the effect of current drought conditions on each city's water supplies and the requirements of the cities' Water Conservation Ordinances.

#### **POTENTIALLY SIGNIFICANT IMPACT**



f, g) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and comply with federal, state, and local statutes and regulations related to solid waste.*

Solid waste disposal services in Hermosa Beach are provided by a commercial vendor, Athens Services, pursuant to an agreement for Integrated Solid Waste Management Services dated May 24, 2013. Athens Services provides collection service, including recycling, to both residential and commercial properties in the City of Hermosa Beach. Solid waste is hauled 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 (AB) 341. Waste materials are then transported to a variety of landfills identified in the Integrated Solid Waste Management agreement (City of Hermosa Beach, 2014).

Waste Management, Inc. has been the City of 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. Recycling is taken to a Waste Management Recycle America "MRF" or "Material Recovery Facility" to be sorted by material type, then baled and sold. 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.

Solid waste generated by construction and operation of all three project components would have the potential to generate solid waste in amounts that exceed the capacity of local and regional solid waste facilities. Any of the three project components could also potentially conflict with local and statewide regulations pertaining to solid waste reduction and recycling. Impacts related to solid waste generation of all three project components would be potentially significant and will be evaluated in an EIR.

**POTENTIALLY SIGNIFICANT IMPACT**

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE**

- a) Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

■	□	□	□
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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE**

b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	■	□	□	□
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	■	□	□	□

a) *Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.*

The Hermosa Beach site, the 305 S. Sepulveda Boulevard site, and the 330 S. Sepulveda Boulevard site are all located within an urbanized area that lacks native biological habitats, as discussed under item IV, *Biological Resources*. As discussed under item V, *Cultural Resources*, there are no historic resources or known archaeological or paleontological resources onsite. None of the project components would significantly degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Implementation of a pre-construction nesting bird survey and avoidance of any active nests during construction would address potential impacts to active bird nests. Implementation of proposed mitigation measures would address potential impacts to any as yet undiscovered archaeological and paleontological resources. Impacts related to these issues would be potentially significant and will be evaluated in an EIR.

**POTENTIALLY SIGNIFICANT IMPACT**

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



In combination with other planned and pending development in the area, all three components of the proposed project could contribute to significant cumulative impacts. In particular, cumulative impacts could occur with respect such issues as transportation, air quality, greenhouse gases, wastewater generation, and noise. The cumulative effects of the project, in combination with other planned projects in the vicinity, will be evaluated in an EIR

**POTENTIALLY SIGNIFICANT IMPACT**

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

All three components of the proposed project may result in potential adverse impacts to human beings. Impacts related to aesthetics, air quality, geology and soils, hazards and hazardous materials, noise, and transportation would be potentially significant. These impacts will be analyzed further in an EIR.

**POTENTIALLY SIGNIFICANT IMPACT**



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# **Appendix A**

*Historic Analysis*



**Rincon Consultants, Inc.**

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September 21, 2015  
Project # 14-01140

Larry Lawrence  
Project Planner  
City of Hermosa Beach  
Via email: lx4@sbcglobal.net

**RE: Built Environment Assessment for the Skechers Design Center and Offices Project, Cities of Hermosa Beach and Manhattan Beach, County of Los Angeles, California**

Dear Mr. Lawrence,

Rincon Consultants (Rincon) was retained to provide a preliminary historic assessment for the Skechers Design Center project. The proposed project development is being considered at two separate locations, one within the city of Hermosa Beach and a second location within the city of Manhattan Beach, California. Specifically the sites are as follows:

- 2851, 2901, 3001, and 3125 Pacific Coast Highway and 744 Longfellow Avenue (project site) in the City of Hermosa Beach, County of Los Angeles, California.
- 1050 Duncan Avenue and 3055, 319 and 305/309 South Sepulveda Boulevard in the City of Manhattan Beach, County of Los Angeles, California.

Rincon understands that proposed project will require the demolition of the extant buildings on the selected project site. This memorandum summarizes the results of Rincon's review of historic documentation, a reconnaissance-level field survey, and evaluation of the subject properties as historical resources under the California Environmental Quality Act (CEQA).

Survey work and preparation of this memorandum was conducted by Architectural Historian Shannon Carmack, BA, who has over 15 years of experience conducting historic resource analysis and preparing environmental compliance documentation throughout California. Ms. Carmack meets the Secretary of the Interior's Professional Qualification Standards for architectural history and history.

## **REGULATORY SETTING**

The current study was completed to comply with the provisions of CEQA, including the CEQA Statutes (PRC Sections 21083.2 and 21084.1), the CEQA Guidelines (Title 14 CCR, Section 15064.5), and PRC 5024.1 (Title 14 CCR, Section 4850 et seq.). These statutes and



regulations, as amended, are summarized in an annually updated handbook (Association of Environmental Professionals 2010).

Properties that can be expected to be directly or indirectly affected by a proposed project must be evaluated for potential eligibility as a historical resource (Public Resources Code (PRC) Section 5024.1). The term *historical resource* includes a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR), a resource included in a local register of historical resources, and any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant (CCR Section 15064.5(a)). The criteria for listing properties in the CRHR were expressly developed in accordance with previously established eligibility criteria developed for the National Register of Historic Places (NRHP). The California Office of Historic Preservation (OHP) regards “any physical evidence of human activities over 45 years old” as meriting recordation and evaluation (OHP 1995:2).

According to PRC Section 5024.1(c)(1–4), a resource may be considered *historically significant* if it retains integrity and meets at least one of the following criteria. A property may be listed in the CRHR if the resource:

- (1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- (2) Is associated with the lives of persons important in our past;
- (3) Embodies the distinctive characteristics of a type, period, region or method of installation, or represents the work of an important creative individual, or possesses high artistic values; or
- (4) Has yielded, or may be likely to yield, information important in prehistory or history.

Impacts that adversely alter the significance of a resource listed in or eligible for listing in the CRHR are considered a significant effect on the environment. Impacts to historical resources from the proposed project are thus considered significant if the project physically destroys or damages all or part of a resource, changes the character of the use of the resource or physical feature within the setting of the resource which contribute to its significance or introduces visual, atmospheric, or audible elements that diminish the integrity of significant features of the resource.

#### *Integrity Considerations for the CRHR*

A historical resource eligible for listing in the CRHR must meet one or more of the criteria of significance described above and retain enough of its integrity, historic character or appearance to be recognizable as a historical resource and to convey the reasons for its significance. Historical resources that have been rehabilitated or restored may be evaluated for listing. Integrity is evaluated with regard to the retention of seven aspects of integrity that follow those outlined in the NRHP: location, design, setting, materials, workmanship, feeling, and association. Also like the NRHP, a resource must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or changes in its use may themselves have attained historical, cultural, or



architectural significance. It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the NRHP but they may still be eligible for listing in the CRHR in consideration of local, regional or state architectural and historical contexts and integrity thresholds. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data (usually under Criterion 4).

The evaluation of integrity is sometimes a subjective judgment, but it must always be grounded in an understanding of a property's physical features and how they relate to its significance. Historic resources either retain integrity (this is, convey their significance) or they do not. To retain historic integrity a property will always possess several, and usually most, of the aspects. The retention of specific aspects of integrity is paramount for a property to convey its significance. Determining which of these aspects are most important to a particular property requires knowing why, where, and when the property is significant.

### *Local Regulations*

#### **City of Hermosa Beach**

In 1998, the City of Hermosa Beach adopted a preservation ordinance (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.

An historic resource may be designated a local landmark, pursuant to Sections 17.53.070 through 17.53.120, if it meets one or more of the following criteria:

- A. It exemplifies or reflects special elements of the City's cultural, social, economic, political, aesthetic, engineering, or architectural history;
- B. It is identified with persons or events significant in local, state, or national history;
- C. It embodies distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship;
- D. It is representative of the notable work of a builder, designer, or architect;
- E. Its unique location or singular physical characteristic(s) represents an established and familiar visual feature or landmark of a neighborhood, community, or the City.

Nominations of an historic resource as a landmark shall be made by the City, or by application of the property owner or property owners representing a majority or controlling interest in the property on which the resource is located. In order to be eligible for consideration as a landmark, an historic resource must be at least 50 years old; with the exception that an historic resource of at least 30 years old may be eligible if the City Council determines that the resource is exceptional, or that it is threatened by demolition, removal, relocation, or inappropriate alteration.



### **City of Manhattan Beach**

The City of Manhattan Beach is currently revising the historic preservation ordinance; however the ordinance has not been formally adopted at this time. Therefore the 2006 Landmark Ordinance Guidance is provided below.

Ordinance No. 2089, Designation of Culturally Significant Landmarks Chapter 10.86 MBMC approved on October 5, 2006 by the City Council, adopted a process for the purpose of acknowledging and preserving notable historic sites, structures and significant horticultural developments considered meaningful to the character, background, and evolution of the City of Manhattan Beach.

Any owner may nominate their private property to be designated as a culturally significant landmark and any Manhattan Beach resident may also nominate a publicly owned property or significant development. This process is voluntary and does not restrict the alteration, development or demolition of the property. The designation is only honorary and has no effect on property rights. After city approval, these sites are forwarded to the State of California for potential inclusion in the registry of historic places to acknowledge that Manhattan Beach is truly a historic place deserving of public recognition.

- 1) Its character, interest, or value as part of the development, heritage, or cultural characterization of the community;
- 2) Its identification with a person or persons who significantly contributed to the development of the community;
- 3) Its embodiment of distinguishing characteristics of an architectural style valuable for the study of a period, type, method of construction, or use of indigenous materials;
- 4) Its identification as the work of a master builder, designer, architect, or landscape architect whose individual work has influenced the development of the community;
- 5) Its embodiment of elements of design, detailing, materials, or craftsmanship that render it architecturally significant;
- 6) Its embodiment of design elements that make it structurally or architecturally innovative;
- 7) Its unique location or singular physical characteristics that make it an established or familiar visual feature;
- 8) Its suitability for preservation or restoration. Any structure, property, or area that meets one (1) or more of the above criteria shall also have sufficient integrity of location, design, materials, and workmanship to make it worthy of preservation or restoration;
- 9) It shall have historic, aesthetic, or special character or interest for the general public and not be limited in interest to a special group or person;
- 10) Its designation shall not infringe upon the rights of a private owner thereof to make any and all reasonable uses thereof which are not in conflict with the purposes of this chapter;
- 11) It has been previously designated in the National Register at the State-wide or federal level of significance (including National Historic Landmarks) and is historic resource that is significant at a City, regional, State, or federal level, and is an exemplary representation of a particular type of historic resource.



## ASSESSMENT METHODS

### *Research Sources*

Rincon conducted property-specific research for this project in February and September 2015. The following sources were examined to establish known historical land uses and the locations of research materials pertinent to the subject property:

- City of Hermosa Beach Existing Conditions Report, October 2014;
- *Phase 1 Environmental Assessment, 2851, 2901 and 3001 Pacific Coast Highway Hermosa Beach, CA*, prepared by SCS Engineers, March 2014;
- *Phase 1 Environmental Site Assessment 3125 Pacific Coast Highway, Hermosa Beach, JHA* Environmental August 18, 2010;
- City of Manhattan Beach Building Permits;
- *Los Angeles Times* Index, ProQuest Database, Los Angeles Public Library, City of Los Angeles
- Photo Collection, Los Angeles Public Library, City of Los Angeles
- Aerial photographs

### *Survey*

On February 18, 2015, Architectural Historian Shannon Carmack conducted a field survey of the Hermosa Beach project site. On September 21, 2015, Ms. Carmack conducted a field survey of the Manhattan Beach project site. Field methods consisted of a reconnaissance-level survey of the exterior of each building to assess the overall condition and integrity, and to identify and document any character-defining features. Field surveys of the surrounding areas were also completed to assess if the buildings within either proposed project site are potential contributors to any potential historic districts. None of the buildings were recorded on California Department of Recreation 523 Series (DPR) forms.

## RESULTS

### **Hermosa Beach Site Survey**

A total of four properties containing buildings older than 45 years of age were identified within the project site. These include three commercial properties and one single-family residence (Table 1).

A review of the City's General Plan Update (October 2014) provided substantial information about the extant historic resources within the City. According to the General Plan Land Use Element (Historic Resources), there are three landmarked properties within the City and 28 potential locally significant properties. None of these include any properties within the project site. In addition, as part of the General Plan update, a windshield survey of the built environment was conducted to establish the presence of any additional historical resources within the city limits. An additional 220 properties were found to retain integrity and qualify for the CRHR or local. None of the buildings within the project site were found eligible as a result of the survey.



**Table 1 – Hermosa Beach Properties Surveyed**

Address	APN No.	Year Constructed	Discussion
2851 Pacific Coast Highway	4169-034-020	ca. 1966	Single story building with painted brick walls and large non-original aluminum fixed windows. Flat parapet roof with wide hipped overhang on N and E elevations.
2901 Pacific Coast Highway	4169-034-021	ca. 1950s	Property appears to be three separate buildings that have been joined over time. Original styles and details no longer discernable from extant appearance.
3125 Pacific Coast Highway	4169-029-044	1964	Single story auto garage with three mechanical bays, Concrete block walls, no windows and a flat roof.
744 Longfellow Avenue	4169-029-045	ca. 1945	Single story post-war tract-style residence with stucco walls, wood-frame ribbon windows and a low-pitched, segmented roof.

Rincon examined supplemental data pertaining to each of the buildings within the project site, to establish the developmental history of the properties and confirm the findings of the General Plan historic resources survey. The results of this research review are summarized below.

#### *2851 Pacific Coast Highway*

The subject property was constructed circa 1966. Historic research failed to reveal any pertinent information about the property to indicate any potential for historic significance. Since at least the late 1980s, the property has been used as part of the adjacent automobile dealership. Over the years, the property has undergone major alterations, including the replacement of original doors and windows and roof modifications. As a result of these changes, the property does not retain any integrity, and does not warrant consideration for listing in the CRHR or local designation as a City landmark.

#### *2901 Pacific Coast Highway*

The subject property was constructed circa 1950s and appears to have been three separate buildings that were joined over time as a result of their use as an auto dealership. Historic research failed to reveal any pertinent information about the property to indicate any potential historic significance. The property has been used as an auto dealership since at least the 1960s. Over the years, the property has undergone major alterations, including the replacement of original doors and windows and wall and roof modifications. As a result of these changes, the property does not retain any integrity, and does not warrant consideration for listing in the CRHR or local designation as a City landmark.

#### *3125 Pacific Coast Highway*

The subject property was constructed in 1964 and has operated as a muffler shop since its construction. Historic research failed to reveal any pertinent information about the property





beyond its historic function. The property is a modestly constructed, utilitarian auto garage. Because the building is a ubiquitous ancillary property type that lacks any defined style or historic associations, there is no evidence to warrant consideration for listing in the CRHR or local designation as a City landmark.

#### *744 Longfellow Avenue*

The subject property was constructed circa 1945. Historic research failed to reveal any pertinent information about the property to indicate any potential for historic significance. Although the residence retains some of its original details, including wood-frame windows, and pitched roofline, the property is a very modest example of a post-war single-family home. The property does not warrant consideration for listing in the CRHR or local designation as a City landmark, or as a potential contributor to a historic district.

#### **Manhattan Beach Site Survey**

A total of two properties containing buildings older than 45 years of age were identified within the project site. These include two commercial properties (Table 2).

<b>Address</b>	<b>APN No.</b>	<b>Year Constructed</b>	<b>Discussion</b>
305/309 South Sepulveda Boulevard	4169-024-002	ca. 1940/1961	Single story building with stucco walls and one addition (309 S. Sepulveda segment of building). Flat roofs and large aluminum fixed windows and doors.
319 South Sepulveda Boulevard	4169-024-003	ca. 1940	Single story commercial building with modern windows and awnings. Flat parapet roof with Spanish tile overhang

Rincon examined supplemental data pertaining to each of the buildings within the project site, to establish the developmental history of the properties. The results of this research review are summarized below.

#### *305/309 South Sepulveda Boulevard*

The subject property was constructed circa 1940. The property was originally built as a produce market; Raasch and Chrisman are noted as the builders and Garabed Ezmilian is the property owner. No architect is listed on the original building permit. In 1943 the building was converted into two rear apartments as part of the overflow military housing needed for the World War II effort. The southern elevation addition (309 S. Sepulveda Boulevard) was constructed in 1955. Since the building was constructed, it has had numerous uses including an art gallery, a Western store and copy shop. Since the 1960s the portion of the building at 305 S. Sepulveda Boulevard has housed various auto-related businesses. In 1982 the building was extensively remodeled as a Porsche repair shop and the adjacent shop at 309 S. Sepulveda Boulevard was an automobile upholstery shop. As noted the property has undergone major alterations over the years, including the replacement of original doors and windows and wall and roof modifications. As a result of these changes,





the property does not retain any integrity, and does not warrant consideration for listing in the CRHR or local designation as a City landmark.

*319 South Sepulveda Boulevard*

The subject property was constructed circa 1950s. Historic research failed to reveal any pertinent information about the property to indicate any potential historic significance. In 1943 the building was converted into two rear apartments as part of the overflow military housing needed for the World War II effort. Over the years, the property has undergone considerable alterations, including the replacement of original doors and windows and wall and roof modifications. As a result of these changes, the property does not retain any integrity, and does not warrant consideration for listing in the CRHR or local designation as a City landmark.

**CONCLUSION**

Rincon finds that none of the buildings located within the Hermosa Beach site or the Manhattan Beach site retain sufficient integrity and or historic significance to warrant consideration for eligibility at the State or local levels of historic significance. As such, none of the buildings located within either proposed project site are considered historical resources in accordance with CEQA (Section 21084.1). Demolition and redevelopment of the parcels located within the Skechers Design Center project site will not result in a significant adverse impact to historical resources in accordance with CEQA.

Should you have any questions or comments regarding this report, please do not hesitate to contact me at 562.676.6485, or [scarmack@rinconconsultants.com](mailto:scarmack@rinconconsultants.com)

Sincerely,

Shannon Carmack  
Architectural Historian  
Rincon Consultants, Inc.

**DEPARTMENT OF TRANSPORTATION**  
DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING  
100 S. MAIN STREET, MS 16  
LOS ANGELES, CA 90012  
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MAY 18 2015

COMMUNITY DEV. DEPT

May 13, 2015

Mr. Ken Robertson  
City of Hermosa Beach  
1315 Valley Drive  
Hermosa Beach, CA 90254

Re: Skechers Design Center and  
Executive Offices Project  
Vic: LA-1/PM 22.104  
SCH# 2015041081  
IGR#150460ME -NOP

Dear Mr. Robertson:

The California Department of Transportation (Caltrans) has reviewed the Notice of Preparation (NOP) prepared for the proposed Skechers Design Center and Executive Offices Project. The project consists of demolition of all vacant structures currently on the project site, and the development of a Design Center and Executive Offices for Skechers USA. The Executive Offices are proposed to be located on property north of 30<sup>th</sup> Street and would encompass 34,468 square feet of floor area. Total floor area would be 133,339 square feet.

To assist in evaluating the impacts of this project on State transportation facilities, a traffic study should be prepared prior to preparing the Draft Environmental Impact Report (DEIR). Please refer the project's traffic consultant to Caltrans' traffic study guide Website:

[http://www.dot.ca.gov/hq/tpp/offices/ocp/igr\\_ceqa\\_files/tisguide.pdf](http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf)

Listed below are elements of what is generally expected in the traffic study:

1. A brief discussion of the traffic impacts on Pacific Coast Highway (Sepulveda Boulevard), State Route 1, and all affected significantly impacted streets, crossroads and controlling intersections, as well as analysis of existing and future conditions including construction periods.
2. Traffic volume counts to include anticipated AM and PM peak-hour volumes.
3. Level of service (LOS) before, during construction, and after development.

Mr. Robertson  
May 13, 2015  
Page 2

4. Future conditions, which include both, project and project plus cumulative traffic generated up to General Plan build out year.
5. A brief traffic discussion showing ingress/egress, turning movements, and a directional flow for project vehicle trips. Caltrans noted that the existing raised median island located on SR-1 (Sepulveda Boulevard), south of Keats Street would need to be modified to provide a northbound left-turn pocket for access into the site.
6. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts, including sharing of mitigation costs.

Please continue to keep us informed of this project and any future developments, which could potentially impact the State transportation facilities. If you have any questions regarding these comments, please contact project coordinator Miya Edmonson, at (213) 897-6536 and refer to IGR/CEQA No. 150460-ME

Sincerely,



DIANNA WATSON  
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse



South Coast  
Air Quality Management District  
21865 Copley Drive, Diamond Bar, CA 91765-4178  
(909) 396-2000 • www.aqmd.gov

April 30, 2015

Ken Robertson, Community Development Director  
City of Hermosa Beach  
1315 Valley Drive  
Hermosa Beach, CA 90254



**Notice of Preparation of a CEQA Document for the  
Skechers Design Center LLC Project**

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the CEQA document upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

**Air Quality Analysis**

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website here: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). SCAQMD staff also recommends that the lead agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: [www.caleemod.com](http://www.caleemod.com).

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2>. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is

recommended that the lead agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

### **Mitigation Measures**

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>.
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>.
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions
- Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4>.

### **Data Sources**

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's webpage (<http://www.aqmd.gov>).

The SCAQMD staff is available to work with the Lead Agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at [Jwong1@aqmd.gov](mailto:Jwong1@aqmd.gov) or call me at (909) 396-3176.

Sincerely,

*Jillian Wong*

Jillian Wong, Ph.D.  
Program Supervisor  
Planning, Rule Development & Area Sources



## Heather Imgrund

---

**From:** Ken Robertson <krobertson@hermosabch.org>  
**Sent:** Wednesday, May 06, 2015 11:35 AM  
**To:** 'Larry Lawrence (lx4@sbcglobal.net)'; Heather Imgrund  
**Cc:** Yu-Ying Ting  
**Subject:** FW: Sepulveda Design Center

### *Ken Robertson*

Director, Community Development Department  
City of Hermosa Beach  
(310) 318-0242

---

**From:** Deirdre West [<mailto:deidregeraghty@hotmail.com>]  
**Sent:** Wednesday, May 06, 2015 11:18 AM  
**To:** Ken Robertson  
**Subject:** Sepulveda Design Center

Hello,

I am a homeowner residing at 703 Longfellow Avenue. I request that the Draft EIR include substantial mitigation measures to reduce impacts to nearby residents during construction and operation of this facility. My preeminent resource concerns are traffic and noise.

Longfellow Avenue is already a busy, noisy, and narrow street with traffic counts that exceed what is appropriate for a residential neighborhood. In addition to congestion, speeding, and noise from excessive traffic, this overused and narrow street (two cars cannot pass each other without one car pulling to the side) poses safety concerns to residents, particularly children, as a result of the aforementioned conditions. A project of this size (perhaps inappropriately large and expansive compared to existing uses on Sepulveda Boulevard) will only increase these impacts, resulting in significant cumulative long-term impacts to residents along the street. CEQA requires that significant impacts be mitigated unless there is an overriding consideration adopted by the City stating that the essential need for the project overrides these significant impacts; a new facility for Sketchers absolutely does not rise to this level (economic considerations are not a part of CEQA). Consequently, at a minimum, speed humps or other traffic diverting devices should be included as mitigation measures to divert commuting and construction traffic away from this residential street. Moreover, the EIR should prohibit construction vehicles and workers from accessing the site via Longfellow and upon operation of the facility, prohibit Sketchers employees from commuting to the site via Longfellow. These measures need to include detailed enforcement provisions, including reporting to the City, to ensure compliance with these directives. This is a busy, narrow, and dangerous street, it is absolutely inappropriate for it to be used as a causeway for a facility of this magnitude.

I am also concerned about the significant noise impacts associated with two years of construction activity. Amidst other noise mitigation measures that should be proposed (e.g., sound blankets, requirements for quiet generators and/or other construction equipment, no idling vehicles, reduction in volume of back-up alarms), construction should be limited, at a minimum, to weekdays between the hours of 7:00 am to 6:00 pm. If

residents are to be subjected to this much noise intrusion for such an extended period of time, they should at least be able to enjoy their weekends.

I appreciate your consideration throughout this process.

Deirdre West

May 21, 2015

Ken Robertson  
Community Development Director – Hermosa Beach  
1315 Valley Drive  
Hermosa Beach, CA 90254

RECEIVED  
MAY 27 2015  
COMMUNITY DEV. DEPT.

Dear Mr. Robertson

I would like to express my concern and formally lodge a protest against the current version of the Skechers Design and Executive offices proposal. Although the draft EIR points to many environmental factors that are potentially affected, I would like to point out and emphasize several that are most important to my family at 737 Longfellow Avenue.

- 1. The size and scope of this building is completely disproportional to the city and unprecedented in size.** At 133,000 sq ft I cannot think of another structure in town that is that big. The merger of so many lots opens the city up for other inappropriate potential mega projects as well. The alley between 30<sup>th</sup> Street and Longfellow was closed several years before I arrived as a concession to the businesses on Sepulveda. And now this project asks for total control of an additional easement off of 30<sup>th</sup> Street. Nowhere did I see the city being compensated for the airspace above and below 30<sup>th</sup> street where a bridge and subterranean parking structure are to be built.
- 2. I am against the rezoning requirements.** It was proposed years ago that 744 Longfellow be torn down to expand a Vasek Polak auto dealership. The neighborhood rallied against it and until recently there was a petition in the file of that address. We have invested both financially and emotionally in this community for 12 years, and the rules were established long ago as to what could be built (R-1) on that site. Changing these rules I feel will negatively affect that investment.
- 3. Traffic congestion citywide will exacerbate an already bad situation.** The addition of 636 cars would dramatically affect the traffic situation in the immediate neighborhoods. As it is, Longfellow acts as a cut through street. Two cars cannot pass one another because the street is not wide enough when there are cars parked on both sides of the street. Traffic backs up for quite some distance from the light at Sepulveda. There is already frequent horn blowing and unsavory behavior from drivers frustrated by the situation. Although not part of the plan, a proposed left turn out of the new building (northbound onto Sepulveda) is not within the purview of the city to grant as Sepulveda is controlled by CalTrans. Nor is a much needed U turn on



Sepulveda at Longfellow. This will push traffic west into other parts of the city.

4. **This project is inconsistent with the goals of Hermosa Beach being a "Green" city.** In its current form, this project effectively replaces a home on Longfellow Avenue with an exhaust vent for a 636 space parking garage. There is a preschool directly across the street. Furthermore, on Longfellow alone, there are seven young children living within 50 yards of the vent. I haven't seen a requirement for electric charging stations.
5. **The construction process of a building this big will adversely affect the quality of life in my home.** Having endured the construction of the Skechers building at 330 Sepulveda, I am dreading the total disruption of the peace and quiet at my house. A projected two-year construction time line with the modified construction rules Skechers is asking for, assures the loss of full use of my home.
6. **The city must not make major concessions for only marginal gains in revenue.** I would hate to see the quality of life on my street down-graded for only moderate gains in revenue for the city. There will be no major source of revenue to justify that. As stated in the EIR, less than 3% of the employees would be Hermosa Beach residents. There will be no sales or occupancy taxes collected. And, a home, for families will be removed.
7. **It must not be ignored that this multibillion-dollar corporation owns the property north of Longfellow to Duncan.** It is reasonable to include, in the scope of consideration, that this other property could be developed into something similar that will negatively impact the surrounding environment.

In conclusion, the EIR clearly states that there **WILL BE** significant impact to the aesthetics, air quality, cultural resources, geology/soils, greenhouse gas emissions, hazards and hazardous material, hydrology/water quality, land use/planning, noise, population/housing, public services, recreation, transportation/traffic, utilities/service systems...etc. Our house is very close to, on the front line of, this project and we would bear a significant portion of the negative affects.

Stuart Wesolik and Julie Nemeth  
737 Longfellow Avenue  
Hermosa Beach, CA

RECEIVED

MAY 27 2015

COMMUNITY DEV. DEPT

May 26, 2015

Ken Robertson  
Community Development Director-Hermosa Beach  
1315 Valley Drive  
Hermosa Beach, CA. 90254

Dear Mr Robertson

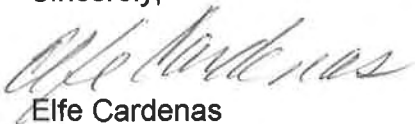
I would like to join my neighbors and voice my opinion and concern over the Skechers massive project looming our "Best Little Beach City" in America. I bought 738 Longfellow in the Nineties thinking of my quiet retirement years, (I am now 65 years young) Hermosa Beach was a wonderful solution. I am angry and disappointed that at the end "big money wins" again. We the tax payers are left to deal with traffic, noise, pollution and buildings that should be in an industrial complex not in our Hermosa-Hermosa.

I furthermore regret the fact that I will lose my ocean view to Palos Verdes Peninsula thus putting at risk my home value and lifetime of sacrifice. I have allergies to dust and will probably have to visit the doctor frequently.

I am enclosing the letters my neighbors wrote to you to avoid beating a dead horse. Mr Wesolik and Mr Yasment have brilliantly outlined the problems we will face and I couldn't agree more on every level.

Please let me know when you will have a meeting of the Longfellow residents to further discuss our concerns.

Sincerely,



Elfe Cardenas  
738 Longfellow Ave.  
Hermosa Beach, CA. 90254  
[ecardenas66@roadrunner.com](mailto:ecardenas66@roadrunner.com)  
310-938-8843

TO: Ken Robertson  
RE: Stechers Design Center

RECEIVED  
11/1/2018

## Concerns

- ① Trash bins must be moved.  
located now next to residence on  
Carlita's backyards and across  
from residences front porches on 30<sup>th</sup>.  
Don't want to be smelling garbage.  
Move to commercial side.
- ② Water overflow pipe - Not on 30<sup>th</sup> ST  
or the alley between 30<sup>th</sup> and Longfellow.  
Already get flooding during rain.
- ③ Exhaust fans located on residential  
side of building, causing noise 24/7.  
Must be moved to commercial side.
- ④ No executive entrance on 30<sup>th</sup> ST.  
Traffic is a problem already with  
employees speeding on our street.

- ⑤ Where are the buses going to Park when Steehers have these conferences - Not on 30<sup>th</sup> ST
- ⑥ Where are the employees parking during construction. Not on 30<sup>th</sup> ST. May have more of a problem than we do now.
- ⑦ During demolition and construction where is the equipment going to be parked. Not on 30<sup>th</sup> ST. Maybe a holding area for all construction workers. 30<sup>th</sup> ST already is going to have a problem with big trucks and employees blocking access to the street due to new construction of a house on the corner of Carlita & 30<sup>th</sup> adjacent to Steehers.
- ⑧ There are handicap and children on the block, that need access to parking in front of their homes during the day. The East end of the block are old homes with only 1 car garages

(9) Please don't forget this is a crowded residential area. Anything that would cause noise, smells or a hardship, should be addressed.

(10) Residence are willing to work with Skechers as long as they continue to be good neighbors.

Thank you  
Dann Haile  
727 30<sup>th</sup> ST  
Hemosa BC

Ken Robertson  
Director of Community Development  
City of Hermosa Beach

RECEIVED  
MAY 07 2015  
COMMUNITY DEV. DEPT.

Mr. Robertson,

I feel it is important that I express my concern regarding the SKETCHERS Design and Executive Offices which are being proposed in Hermosa Beach....not only out of respect for my family, but also the community.

First off, my family will be in the direct line of this project, since our home is at 740 Longfellow Ave. Our home is THE house next door to where the offices are slated to be built. We moved to Hermosa Beach two years ago for a better life.....in our mind (as well as on the City of Hermosa Beach's website), Hermosa is 'The Best Little Beach City'. I was under the assumption that Hermosa Beach is NOT a community which allows big business to expand for the betterment of their shareholders, not the community. Especially with this project....since it is located at the 'Gateway' of Hermosa, and the first thing people see when entering our 'Little Beach City'. As I'm sure you remember, we as a community had an overwhelming vote to take down Measure O this year, with the motto 'Keep Hermosa Hermosa'. I hope the City of Hermosa feels the same way when analyzing the SKETCHERS Design and Executive Offices.

My family's concerns are as follows:

- **Noise and extreme hindrance to quality of life is a concern.** Our home has three levels, and both of my young sons....Max (6 years old) and Oliver (3 years old) have rooms on the first floor. With the building of this MASSIVE structure over a minimum of two years....it will sound and feel like a war zone. They've announced three floors of sub terrain parking....and 35 feet above grade. Our house will be shaking, putting stress on me and my family during the construction of these 6 floors....which is basically in a residential neighborhood.
- **Traffic and congestion is a concern.** Bringing in up to 500 employees over the next five to ten years is crazy....especially since this represents 2.5% of Hermosa's total population (which by the way, is only looking to grow by 200 resident in the next 20 years). When the employees get off work....they'll head west to the beach to look at the beautiful sunset. Or, go through our neighborhood to get back onto Sepulveda to head home (Executive parking off of 30th St. They'll make their way to Longfellow due to our light). Also, we do not want visitors to park on Longfellow....and are requesting permit parking on our street.
- **Privacy is a concern.** As mentioned above, they want to build up 35 feet above grade....which would TOWER over our house by 10 feet, allowing SKETCHERS employees to literally look into our house, and our backyard. Our privacy will become public. Also, how will this massive building affect the light going into our house? I know they're going to conduct a

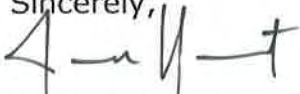
shade/shadowing analysis....it will be interesting to see how this turns out. It can't be good.

- **Devaluation of our house is a concern.** Our house is by far our biggest investment. When we purchased the house two years ago, our realtor did disclose that SKETCHERS owned the properties in discussion. HOWEVER, he also mentioned that there were no plans to build big, and 744 was zoned R1. Now, SKETCHERS has requested the city to zone it as C-3.
- **Additional construction/expansion by SKETCHERS is a concern.** Word on the street is that SKETCHERS is in escrow with Debonair Cleaners, and owns the various buildings in the vicinity (including the Chiropractor building on the NW corner of Longfellow). Is SKETCHERS going to add to their Campus NORTH of Longfellow on Sepulveda after the Executive/Design Center is built? Again, how many offices does SKETCHERS need? I know they have the money, but is this what Hermosa wants or needs?
- **Probable Environmental Effects is a concern.** As stated in the Notice of Preparation of a Draft Environmental Impact Report, Public Review Period, and Public Scoping Meeting: Based on the findings of the initial study, the proposed project could have potentially significant impacts on the following environmental factors: Aesthetics, Air Quality, Cultural Resources, Geology/Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Noise, Population/Housing, Public Services, Recreation, Transportation/Traffic, Utilities/Service Systems, and Mandatory Findings of SIGNIFICANCE.

I've been in contact with SKETCHERS (Peter Mow, SVP/Real Estate). He's walked me through their plans, and I've seen the actual 3-D Model. I understand they own the land, and have the right to build on it....with approval from the City of Hermosa Beach. I've also been in contact with most of my neighbors, and they also are voicing their concerns. We just feel that the project is WAY too big for Hermosa Beach.....and will take away from its charm and identity to itself and the outside world. The massive SKETCHERS 'campus' will look out of place. We will be known at the City where SKETCHERS GLOBAL HQ is located instead of 'The Best Little Beach City' in America!

Thank you for taking the time to read my concerns. Please do the right thing. I look forward to hearing your thoughts.

Sincerely,



Jason Yasment  
740 Longfellow Ave.  
(310) 266.9064



RECEIVED

MAY 06 2015

COMMUNITY

# Comment Sheet

Please let us know your concerns related to the potential environmental impacts of the proposed project. You may use this form in addition to, or instead of, making oral comments at this Scoping Meeting or submitting your comments separately by mail or email.

Name: Christopher Lau

Affiliation: Resident

(e.g. resident, businessperson, agency representative, community group member)

Address: 734 Longfellow

Phone: 310-801-5358

\_\_\_\_\_

Email: ineedgrace@gmail.com

### Comments:

- \* I'm concerned about the additional traffic on Longfellow. Employees may want to take advantage of the signal and there may be lots of traffic on the street during business hours. As it is, it can already be hard to back of my driveway in the mornings, due to the morning rush.
- \* Parking. Even though Skechers will have parking underground, what's going to keep employees (who want to avoid parking underground) from clogging the street? Perhaps permit parking during business hours would help? Say, allow only 2 hour parking during the day?
- \* Heavy vehicle routes. Big vehicles need to stay off Longfellow. Buses. Dump trucks for the Skechers buildings. All big vehicles are not part of the community and should be kept out.
- \* PCH congestion. If all these extra cars are added, and if traffic lights are also added, it may severely congest PCH. Think about what it's like in south Hermosa. Let's not repeat that in the north.

\* Parking lot venting. Please don't send those fumes toward the residents!

\* Security. Please don't make the parking garage a magnet for crime.

\* Homeless encampments under the bridge.

\* Privacy. The tall building will let employees look into our homes.

\* The 35' height will make the building look imposing right next to the homes.

Please submit to:  
Ken Robertson, Director  
Community Development Department  
City of Hermosa Beach  
1315 Valley Drive  
Hermosa Beach, California 90254

Email: [krobertson@hermosabch.org](mailto:krobertson@hermosabch.org)

\* Any compensation for the 2 years of noise, ground pounding, and construction parking? Please be a good neighbor.





**From:** Deirdre West [<mailto:deirdregeraghty@hotmail.com>]  
**Sent:** Wednesday, May 06, 2015 11:18 AM  
**To:** Ken Robertson  
**Subject:** Sepulveda Design Center

RECEIVED  
MAY 06 2015  
COMMUNITY DEV. DEPT

Hello,

I am a homeowner residing at 703 Longfellow Avenue. I request that the Draft EIR include substantial mitigation measures to reduce impacts to nearby residents during construction and operation of this facility. My preeminent resource concerns are traffic and noise.

Longfellow Avenue is already a busy, noisy, and narrow street with traffic counts that exceed what is appropriate for a residential neighborhood. In addition to congestion, speeding, and noise from excessive traffic, this overused and narrow street (two cars cannot pass each other without one car pulling to the side) poses safety concerns to residents, particularly children, as a result of the aforementioned conditions. A project of this size (perhaps inappropriately large and expansive compared to existing uses on Sepulveda Boulevard) will only increase these impacts, resulting in significant cumulative long-term impacts to residents along the street. CEQA requires that significant impacts be mitigated unless there is an overriding consideration adopted by the City stating that the essential need for the project overrides these significant impacts; a new facility for Sketchers absolutely does not rise to this level (economic considerations are not a part of CEQA). Consequently, at a minimum, speed humps or other traffic diverting devices should be included as mitigation measures to divert commuting and construction traffic away from this residential street. Moreover, the EIR should prohibit construction vehicles and workers from accessing the site via Longfellow and upon operation of the facility, prohibit Sketchers employees from commuting to the site via Longfellow. These measures need to include detailed enforcement provisions, including reporting to the City, to ensure compliance with these directives. This is a busy, narrow, and dangerous street, it is absolutely inappropriate for it to be used as a causeway for a facility of this magnitude.

I am also concerned about the significant noise impacts associated with two years of construction activity. Amidst other noise mitigation measures that should be proposed (e.g., sound blankets, requirements for quiet generators and/or other construction equipment, no idling vehicles, reduction in volume of back-up alarms), construction should be limited, at a minimum, to weekdays between the hours of 7:00 am to 6:00 pm. If residents are to be subjected to this much noise intrusion for such an extended period of time, they should at least be able to enjoy their weekends.

I appreciate your consideration throughout this process.

Deirdre West

Pat Lucy  
2916 Tennyson Place  
Hermosa Beach, CA 90254

RECEIVED

MAY 28 2015

COMMUNITY DEV. DEPT.

I am writing to voice my concerns about the Sketchers buildings at 30th and Pacific Coast Highway in Hermosa.

We have lived in our home, down the street west of this location, since 1981.

When we first moved here in 1981 the Vasek Pollak BMW dealership was in the location that I am discussing. There was a sign posted at the western end of the property on 30th Street that stated "no dealership parking beyond this point." For the most part the employees honored this requirement.

I notice now that about 50 cars of Sketchers employees park in the empty lot at 30th and Sepulveda and also behind the vacant building.

My concerns are as follows:

1. Where will those 50 cars park once this process begins?
2. Where will the construction workers park during this process?
3. Where will the machinery be parked in non-working hours.
4. Is the underground parking that is projected in the plan sufficient? Obviously there is not enough parking now at the existing Sketchers buildings in nearby Manhattan Beach.
5. Where is the entrance and exit for the underground parking? It looks to me to be onto Sepulveda south of 30th Street. Is this correct? If it is not, I have serious concerns about employees turning west on 30th street at the close of working hours. My hope is that all the cars will enter and exit on Sepulveda ONLY, leaving the narrow streets of 30th and Longfellow for the residents.
6. I think that the buildings are too big and bulky looking. I imagine they are legal heights but that doesn't mean the size is pleasing to look at. It takes away from the quiet, serene, small town atmosphere that we enjoy now.
7. And then there is THE BRIDGE. Is there not another solution? It seems to impinge on our privacy. At the minimum the west facing side should not be transparent. Why not underground access?
8. The conventions: noise, traffic, parking, overflow onto the residential streets. Where will the buses park after delivering the attendees? The outdoor patios will be noisy for the residents. Will the hours of the event be limited?
9. Will there be a designated person to whom parking violations can be reported?

Thank you for taking my concerns into consideration.  
Please let me know that you have received this email. Will someone respond to my concerns?

Sincerely, Pat Lucy



South Coast  
Air Quality Management District  
21865 Copley Drive, Diamond Bar, CA 91765-4178  
(909) 396-2000 • www.aqmd.gov

April 30, 2015

Ken Robertson, Community Development Director  
City of Hermosa Beach  
1315 Valley Drive  
Hermosa Beach, CA 90254



**Notice of Preparation of a CEQA Document for the  
Skechers Design Center LLC Project**

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the CEQA document upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

**Air Quality Analysis**

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website here: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). SCAQMD staff also recommends that the lead agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: [www.caleemod.com](http://www.caleemod.com).

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2>. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is

recommended that the lead agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

### **Mitigation Measures**

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>.
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>.
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions
- Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4>.

### **Data Sources**

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's webpage (<http://www.aqmd.gov>).

The SCAQMD staff is available to work with the Lead Agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at [Jwong1@aqmd.gov](mailto:Jwong1@aqmd.gov) or call me at (909) 396-3176.

Sincerely,

*Jillian Wong*

Jillian Wong, Ph.D.  
Program Supervisor  
Planning, Rule Development & Area Sources

**From:** [Heather Imgrund](#)  
**To:** [Heather Imgrund](#)  
**Subject:** FW: Skechers Development  
**Date:** Tuesday, December 15, 2015 9:48:12 AM

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**From:** Autumn Browning [mailto:[autumnbrowning.ab@gmail.com](mailto:autumnbrowning.ab@gmail.com)]  
**Sent:** Friday, December 11, 2015 3:50 PM  
**To:** Ken Robertson  
**Subject:** Skechers Development

Hello Mr. Robertson,

I just finished reading about the proposed development by Skechers.

I am generally in favor of growth and progress, but I think the following issues need to be addressed before this is approved:

1. It does not seem that neither the city of Manhattan Beach nor Hermosa Beach have any immediate plans to address traffic congestion, not to mention the number of wrecks that occur on Sepulveda/PCH. Even if 'deceleration lanes' are included, how is it that anyone would expect that 600 additional people trying to make a turn off of Sepulveda in the exact same location every day during rush hour is feasible?
2. Residents should get to see what the pedestrian bridge and the current building plans will really look like - before-and-after - how they really change the landscape and view for better or worse.
3. Growth and progress in a small town such as Hermosa Beach really should include benefits for the community, not just Skechers. I'd like to hear, specifically, how this can financially benefit the city of Hermosa Beach.

Thank you,

Autumn Crockford  
Hermosa Beach Resident

**From:** [Heather Imgrund](#)  
**To:** [Heather Imgrund](#)  
**Subject:** FW: Skechers Development  
**Date:** Tuesday, December 15, 2015 9:48:24 AM

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**From:** bethrohrer24 . [mailto:[bethrohrer24@gmail.com](mailto:bethrohrer24@gmail.com)]  
**Sent:** Friday, December 11, 2015 4:19 PM  
**To:** Ken Robertson  
**Subject:** Skechers Development

I'm writing to voice my support for the Skechers plan of developing on additional properties on Sepulveda Blvd. Skechers has proven to be a good citizen to both Manhattan Beach and Hermosa Beach. They are strong supporters of our schools, and most especially the Friendship Circle. 600 additional jobs to our community is very important and would make a huge impact. Many of these people would live within our community, and even if they don't, these workers would eat and shop within our community driving sales up.

These properties have been unused or in disrepair for the 30 years that I've lived here. The car dealerships were the last viable business that occupied the space. I don't believe that area can support small businesses. A large proven corporate is a much better solution.

The last thing we would want to do is make it difficult to run a business in our city and drive away business and money. We need to work with Skechers on approving an acceptable plan.

Thank you,  
Beth Rohrer  
1055 8th Pl.  
Hermosa Beach, CA

This page is part of your document - DO NOT DISCARD



**20080639348**

Pages:  
005



Recorded/Filed in Official Records  
Recorder's Office, Los Angeles County,  
California

Fee: 30.00

Tax: NFPR

Other: 0.00

Total: NFPR

04/14/08 AT 08:00AM

200804140110092 Title Company

TITLE(S) : DEED

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L E A D   S H E E T

Assessor's Identification Number (AIN)

To be completed by Examiner OR Title Company in black ink.

Number of AIN's Shown



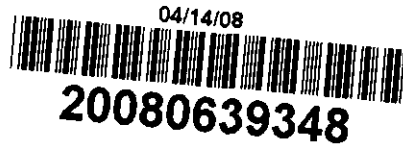
**FIDELITY NATIONAL TITLE COMPANY**

725112664-25

RECORDING REQUESTED BY AND  
WHEN RECORDED MAIL TO:

Sepulveda Blvd. Properties, LLC.  
228 Manhattan Beach Blvd  
Manhattan Beach, CA 90266  
Attn: Philip Paccione

MAIL TAX STATEMENTS TO:  
Sepulveda Blvd. Properties, LLC  
228 Manhattan Beach Blvd  
Manhattan Beach, CA 90266  
Attn: Peter Mow



(Space Above This Line For Recorder's Use Only)

**GRANT DEED**

**TRANSFER TAX  
NOT A PUBLIC RECORD**

FOR AND IN CONSIDERATION of the sum of ten dollars (\$10.00) and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, 2851 PCH PARTNERS, LLC , a California limited liability company (hereinafter "Grantor"), hereby grants, sells and conveys to SEPULVEDA BLVD. PROPERTIES, LLC, a California limited liability company (hereinafter "Grantee"), the land or real property lying, being, and situated in the City of \*\*, County of Los Angeles, State of California, more particularly described in Exhibit A attached hereto and incorporated herein by reference, together with all improvements thereon and fixtures affixed thereto and all privileges, easements, tenements and appurtenances thereon or in any way appertaining to such real property (collectively, the "Property").

THE PROPERTY IS CONVEYED TO GRANTEE SUBJECT TO: (a) all liens, encumbrances, easements, covenants, conditions, and restrictions of record; (b) all matters that would be revealed or disclosed in an accurate survey of the Property; (c) a lien for not yet delinquent taxes, and any general or special assessments against the Property allocable to the period after Grantee becomes the owner of the Property; (d) zoning ordinances and regulations and any other laws, ordinances, or governmental regulations restricting or regulating the use, occupancy, or enjoyment of the Property; (e) Grantee's covenant not to use the 20' alley located on the western portion of the land for any vehicular use whatsoever, including parking, deliveries, loading or unloading or driveway purposes, storage or trash purposes; (f) Grantee's covenant to request that the City vacate its public easement for use of this alley in connection with any proposed development of the land; and (g) Grantee's agreement to prohibit use of the roof of any structure which may be constructed on the Property for any public purposes.

\*\* Hermosa Beach

THE VALUE OF THE PROPERTY IN THIS CONVEYANCE IS \$100 OR MORE. THE TRANSFER TAX IS \$10.00 OR MORE. THIS DEED IS SUBJECT TO RECORDATION TAX. RECORDATION TAX IS \$10.00.

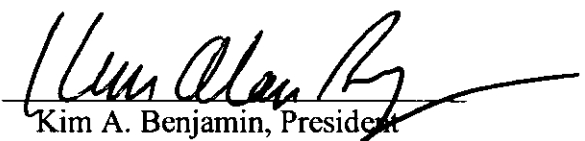


TO HAVE AND TO HOLD the Property with all rights, privileges, appurtenances, and immunities thereto belonging or in any way appertaining unto the said Grantee and unto Grantee's heirs, successors and assigns forever.

IN WITNESS WHEREOF, the undersigned has executed this Grant Deed dated as of April 7, 2008.

2851 PCH PARTNERS LLC,  
a California limited liability company

By: 2851 PCH Management, Inc.  
a California corporation,  
its Manager

By:   
Kim A. Benjamin, President

08 05 10 14 8

State of California )

County of Los Angeles )

On April 7, 2007 before me, Linda Cole, Notary Public

personally appeared

Kim A. Benjamin,

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/~~are~~ subscribed to the within instrument and acknowledged to me that he/~~she~~/~~they~~ executed the same in his/~~her~~/~~their~~ authorized capacity(ies), and that by his/~~her~~/~~their~~ signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Linda Cole (Seal)



5

**LEGAL DESCRIPTION**

**EXHIBIT "A"**

**PARCEL 1:**

THE SOUTHERLY 100 FEET OF THE NORTHERLY 350 FEET OF THE EASTERLY 160 FEET OF LOT "A" OF TRACT NO. 1594, IN THE CITY OF HERMOSA BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22 PAGE 16 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

SAID LAND BEING SHOWN ON THE CERTIFICATE OF COMPLIANCE FOR LOT LINE ADJUSTMENT RECORDED MARCH 24, 2008 AS INSTRUMENT NO. 20080499808 OF OFFICIAL RECORDS.

**PARCEL 2:**

THAT PORTION OF THE WEST 20 FEET OF CAMINO REAL AS SHOWN ON SAID MAP OF TRACT NO 1594, TITLE TO WHICH WOULD PASS BY A CONVEYANCE DESCRIBED PARCEL 1 HEREINBEFORE DESCRIBED.

SAID LAND BEING SHOWN ON THE CERTIFICATE OF COMPLIANCE FOR LOT LINE ADJUSTMENT RECORDED MARCH 24, 2008 AS INSTRUMENT NO. 20080499808 OF OFFICIAL RECORDS.

**PARCEL 3:**

THAT PORTION OF LOT "A" OF TRACT 1594, IN THE CITY OF HERMOSA BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22 PAGE 16 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY DESCRIBED AS FOLLOWS;

BEGINNING AT THE NORTHEASTERLY CORNER OF SAID LOT "A", THENCE ALONG THE NORTHERLY LINE OF SAID LOT, NORTH 89° 56' 30" WEST 180.05 FEET TO THE NORTHEASTERLY CORNER OF LOT 24 OF TRACT NO 15243, AS PER MAP RECORDED IN BOOK 379 PAGES 10 AND 11 OF MAPS, RECORDS OF SAID COUNTY, THENCE ALONG THE EASTERLY LINES OF LOTS 24, 23, 22 AND 21 OF SAID TRACT NO. 15243, SOUTH 0° 15' 50" WEST 342.50 FEET TO THE SOUTHEASTERLY CORNER OF SAID LOT 21, THENCE ALONG THE NORTHERLY LINE OF LOT 19 OF SAID TRACT NO. 15243, SOUTH 89° 56' 30" EAST 20.05 FEET TO THE NORTHEASTERLY CORNER OF SAID LOT 19, THENCE SOUTH 89° 44' 10" EAST 160.00 FEET TO THE EASTERLY LINE OF SAID LOT "A", THENCE ALONG SAID LAST MENTIONED EASTERLY LINE, NORTH 0° 15' 50" EAST 343.15 FEET TO THE POINT OF BEGINNING.

EXCEPT THE EASTERLY 160 FEET THEREOF

ALSO EXCEPT THE NORTHERLY 250 FEET THEREOF

SAID LAND BEING SHOWN ON THE CERTIFICATE OF COMPLIANCE FOR LOT LINE ADJUSTMENT RECORDED MARCH 24, 2008 AS INSTRUMENT NO. 20080499808 OF OFFICIAL RECORDS.

APN: 4169-034-017, 4169-034-018 ptn

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DEC 09 2015

COMMUNITY DEVELOPMENT

Dec 6th, 2015

Ken Robertson,  
Community Development Director  
1315 Valley Dr  
Hermosa Beach, Ca 90254

Dear Ken ,

I am extremely concerned about the 5 block, multi level, 650 employee Skechers campus that is being proposed to Hermosa and Manhattan. I went to the meeting put on by Skechers at the Beach House. Skechers shed some light at the meeting on Dec 2nd on some issues that many of us were shocked to see. One being that they realize that their trucks would not be able to turn around at the loading dock on Boundary so they will be using residential streets to make the turn. Duncan and 30th. Equally shocking is the free land (Air and underground on 30th) that they will be getting to do this project, and the ability to change a R1 (residential) lot to a C1 (commercial).

Skechers relayed that they are good neighbors even though they have not maintained any of the properties on Sepulveda often requiring residents to weed wack due to neglect. Skechers representative actually said they would get out there tomorrow and clean it up. Of course it did not happen. I have never had a good encounter with Skechers as a neighbor. And I have had many.

Personally I found the Skechers representatives uninformed and many times tongue tied.

I do not want my residential neighborhood turning into a commercial truck route. Skechers is saying that they do not intend to use the loading docks but how will they get food for their cafeteria? I have a small business in the south bay and I checked with a trucking company that delivers to me and the trucks they use are over 3000 tons. There is a sign on Duncan that prohibits commercial vehicles over 3000 tons on the street however I see them as I live there. Will this be a law constantly broken?? How will it be enforced ?

Please respond to our neighborhood concerns.

Carol Ecker  
Concerned citizen  
310 283-7407  
cecker59@gmail.com

300 S. Dianthus

**From:** [Larry Lawrence](#)  
**To:** [mlundstedt@citymb.info](mailto:mlundstedt@citymb.info); [Laurie B. Jester](#); [Eric Haaland](#); [Peter Mow](#); [Tim Ball](#); [lisa@wkrklaw.com](mailto:lisa@wkrklaw.com)  
**Cc:** [kchafin@hermosabch.org](mailto:kchafin@hermosabch.org); [Joe Power](#); [David Hibbert](#); [Clare Look-Jaeger](#); [Heather Imgrund](#); [Ken Robertson](#); [Scott Lawrence](#)  
**Subject:** Fw: Comments regarding proposed Skechers campus project  
**Date:** Thursday, December 03, 2015 1:40:03 PM

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FYI, project comments.

Larry

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**From:** Tom Bakaly  
**Sent:** Thursday, December 03, 2015 11:13 AM  
**To:** Kim Chafin  
**Subject:** FW: Comments regarding proposed Skechers campus project

Please include as an official comment to the EIR. Thanks - Tom

**From:** Chris Prenter [<mailto:chris@prenterdesign.com>]  
**Sent:** Thursday, December 03, 2015 10:43 AM  
**To:** Ken Robertson; Tom Bakaly  
**Subject:** Comments regarding proposed Skechers campus project

Ken,

Last night I attended the Skechers community presentation for their Hermosa Beach campus project on PCH. I came away from the meeting convinced that this project is not a good fit for Hermosa. Our city needs more retail businesses to generate sales tax for our city, but Skechers wants to take away — forever — those two full blocks of potential sales tax generating commercial properties on our crucial PCH corridor. In return we get a mega-campus generating ~600 cars worth of increased traffic and just the city's portion of income from the property taxes. There are many reasons that this project is not a good fit for our city.

There is greater risk for our city with a project that serves only one business. What happens if Skechers goes bankrupt? It is much better to have a diversity of businesses occupying that corridor on PCH to reduce the risk of loss. Development with retail on the bottom floor and office space above would be a much better use of those properties as it would greatly increase tax revenue. Even a hotel would be better than a mega-campus. A great example of business that can thrive on that corridor is the new Dunn Edwards paint store located adjacent to the proposed project. Yet, Skechers's representative was quick to dismiss the viability of retail business on that corridor. You may recall that automotive businesses on that same stretch generated a lot of sales tax for Hermosa before Skechers bought all those properties and left them to rot.

The fact that Skechers has let that strip run fallow for all these years without even having the decency to maintain the properties is proof that they are not good neighbors. Neighboring residents scolded the Skechers representatives for ignoring their pleas for many years to clear weeds and fix broken windows. It seems Skechers would rather have the area appear rundown so that people will beg them to build something — anything — just to improve the appearance. This is not how a business wins favor with the community.

Finally, Skechers estimates only 15 Hermosa residents will actually work at their new campus. Most of the ~500 new employees will be commuting from other areas. This project does not appear to be a major job provider for our city and that, combined with the negative traffic impact and the lack of substantial financial benefit, illustrates the incompatibility of the project with our community's sustainability goals and need for sales tax generating business. This project is simply too big and provides too little benefit for our community to proceed.

Thank you for your time reviewing this letter. I hope you will take what I have written into consideration.

Sincerely,

Chris Prenter



marketing | branding | communications

Prenter Design Group, Inc.

625 Loma Drive

Hermosa Beach, CA 90254

Phone: 310.379.4514

Email: [chris@prenterdesign.com](mailto:chris@prenterdesign.com)

Website: [www.prenterdesign.com](http://www.prenterdesign.com)

**From:** [Kim Chafin](#)  
**To:** [Larry Lawrence](#); [Joe Power](#); [Heather Imgrund](#); [Laurie B. Jester](#)  
**Subject:** FW: Skechers DIER and Other General Comments on the Process  
**Date:** Tuesday, December 08, 2015 2:11:11 PM

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FYI

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**From:** Kim Chafin  
**Sent:** Tuesday, December 08, 2015 2:11 PM  
**To:** 'lisa@wkrklaw.com'  
**Subject:** FW: Skechers DIER and Other General Comments on the Process

FYI

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**From:** Kim Chafin **On Behalf Of** Ken Robertson  
**Sent:** Tuesday, December 08, 2015 2:09 PM  
**To:** 'Claudia Berman'; Ken Robertson  
**Subject:** RE: Skechers DIER and Other General Comments on the Process

Good afternoon, Ms. Berman!

Thank you for contacting us. I have been checking Mr. Robertson's emails while he is out. Your comments are being forwarded to the EIR consultants, representatives of both cities, and the development team.

Thank you for taking the time to provide your comments; we appreciate it.

And thank you for your suggestion about the web page! We just finished updating it, and you can now find the video from the Nov 18<sup>th</sup> Scoping Meeting, as well all the other documents we have regarding the Skechers project on the same page: <http://www.hermosabch.org/index.aspx?page=482>.

Thank you, Ms. Berman!

*Kim Chafin, AICP, LEED-AP*

Senior Planner, Community Development Department  
City of Hermosa Beach  
(310) 318-0242

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**From:** Claudia Berman [[mailto:its\\_42@yahoo.com](mailto:its_42@yahoo.com)]  
**Sent:** Friday, December 04, 2015 4:32 PM  
**To:** Ken Robertson  
**Subject:** Skechers DIER and Other General Comments on the Process

Hi Ken,

- • Here are my comments concerning the Skechers Project as a whole:
  - The city website needs to have a separate web page with a link from the "What's New" menu for Skechers. It is too difficult to find information on the Skechers project.
  - I am very concerned that the Skechers complex will cause the traffic on PCH to grind to a halt during rush hour. If that is the case, it is possible

that Skechers may have issues in the campus being viable in the long term. If they abandon the project in let's say, 5 years due people not wanting to work there because of traffic, other businesses requiring office space would also not be interested, due to traffic as well. I had a 2 hour commute for 2 years, and I left my job rather than continue that commute.

- There may be other reasons in the future that would cause Skechers to vacate. What other companies would want that amount off office space? Would it lie vacant? Retail wouldn't be an option without the campus being torn down and rebuilt. That would be a huge expense.
  - In the cost/benefit analysis, I'd like to see 1) That it be very clear on existing vs. net new cost/benefit to the city and 2) I'd like to see alternative land use scenarios, such as retail, rather than office space, that would create less traffic and bring in more city revenue. Or a combination of retail and office space that is greatly scaled down.
  - I would like to see a list of "asks" form Skechers for all zoning changes requested or any other "special" requests.
- Here are my inputs to the Skechers DEIR:
    - In the traffic analysis, I would like to see, not just the delays at the key intersections noted, but also cumulative drive time estimates. I go to the airport frequently, and traffic on PCH can be absolutely horrible. Just 2 weeks ago, it took me 45 minutes to get from 2<sup>nd</sup> & Valley to LAX via PCH at 8AM. With the Skechers project will the 45 minutes become 90 minutes? This would be unacceptable.
    - I'd like to see estimated drive times for the following.
      - In the peak AM rush hour, I'd like to see an estimate of drive time on PCH heading north from 190<sup>th</sup> to Skechers , from Pier to Skechers, and from Skechers to Manhattan Beach Blvd.
      - In the peak PM rush hour, I'd like to see an estimate of drive time on PCH heading south from Manhattan Beach Blvd to Skechers, and from Skechers to Pier, and from Skechers to 190<sup>th</sup>.
      - These drive times need to include all time on the PCH, including the wait time for people either entering the garage or people who want to pass Skechers but have to wait until the employees enter the parking garage. So I'm really asking for is a queuing simulation of aggregate time spent on PCH.
    - For any traffic/transportation mitigation recommendations, please be very specific. For example, "Taking the bus or Encourage carpooling" is not specific enough of a plan. There needs to be a specific enough plan in order to have a faith that the mitigation measure would really work. In the community meeting on 12/2/15, it was clear that Skechers has no clear policy on trying to reducing the number of cars.
    - For the cumulative traffic estimates, there should be a "worst case" model to include Redondo Beach's transportation estimates from their proposed Waterfront project. Hermosa and Manhattan beaches are part of their "key market areas" and PCH traffic will increase from that



project. I'm primarily concerned about the evening rush hour traffic from Skechers adding to the possible dinner/movie traffic to Redondo Waterfront. See their DIER with traffic estimates:

[http://www.redondo.org/depts/planning/waterfront\\_draft\\_eir/default.asp](http://www.redondo.org/depts/planning/waterfront_draft_eir/default.asp).

I would also like to see an "guesstimate" of potential impact of the AES site going "commercial and/or residential".

- I'd like the project description to be very clear on where the buildings are located for the entire Skechers footprint (Hermosa, Manhattan, New, Existing).

Thank you,

Claudia Berman

443 2<sup>nd</sup> Street, Hermosa Beach

D E I R D R E   W E S T

December 11, 2015

Mr. Ken Robertson  
Huntington Beach City Planning Commission  
Community Development Director  
1315 Valley Drive  
Hermosa Beach, California 90254

Dear Mr. Robertson:

Sketchers Development

I am a resident of Longfellow Avenue in Hermosa Beach. On Wednesday, December 2<sup>nd</sup>, I attended a community meeting regarding the new Sketchers facilities proposed along Sepulveda Boulevard in the cities of Manhattan Beach and Hermosa Beach. While I appreciate Sketchers gesture to discuss the project with the community, the information provided at that meeting deepened my concerns about the impacts on local residents associated with this project. I respectfully request that the City of Hermosa Beach, acting as Lead Agency under the California Environmental Quality Act (CEQA) for the Environmental Impact Report (EIR) being prepared for this project, identifies a viable alternative(s) to the proposed project that will not result in significant impacts to local residences.

Sketchers proposed project involves construction and operation of numerous large-scale buildings for a variety of commercial uses. Both construction and operation of these facilities will have significant impacts on the local neighborhood. Construction will take place over a two year period, resulting in, but not limited to, significant air quality, traffic, and noise impacts. Operation of these facilities will also result in significant impacts on nearby residences, primarily from traffic and noise.

As currently proposed, the project will result in large trucks travelling down Boundary Place and other residential streets every day, all day. Boundary Place is a narrow alley with residents' bedrooms and living areas located immediately adjacent to the roadway. The roar of commercial trucks travelling down this alley is a completely inappropriate use for this residential setting. The noise impacts to residents would be significant and unacceptable.

The project will also result in up to 1,000 people commuting to and from these facilities, with a fair number of them using local streets, some of which are already overburdened (Longfellow), for their daily commute. Residential streets should not, and must not, be used as highways for trucks and commuters. Moreover, commercial trucks and increased traffic will result in a significant safety risk to the many children, pets, and elderly people who travel down these streets and alleyways and to residents pulling in and out of their driveways.

During the community meeting, I was told by Sketcher's attorney that the Planning Commission required loading docks for the office facility proposed at Sepulveda and Boundary Place, but that "they weren't planning on using them" with the exception of occasional deliveries of office supplies. However, during the traffic presentation, the community was told that trucks would regularly use these loading docks and since there was no room to turn around, trucks would be travelling down Boundary Place to exit back onto Sepulveda from either Duncan Street or 30<sup>th</sup> Street. Obviously, these two statements are in conflict. I was also told that the loading docks were being constructed just in case Sketchers sold the building at some point, as these docks would be desirable to potential buyers. In light of these facts, the City Council and the Planning Commission should keep in mind that they are not only approving Sketchers proposed use of the property, but also the use of any subsequent owners of the property. Thereby, even if the City were to receive a commitment from Sketchers that they would only occasionally use these loading docks, the City cannot guarantee that future owners would not regularly use these loading docks and more importantly, the local street network, for commercial traffic.

Sketchers also stated that they cannot construct truck unloading docks or parking garages off of Sepulveda because this would require acceleration and deceleration lanes. While I realize this would be difficult and probably expensive, it is not impossible, and should be considered. At the very least, all parking and truck loading docks should be located on the north side of Sepulveda, which is already a commercial area. If this is not possible, Sketchers should construct underground loading docks that provide enough room for the trucks to turn around and exit onto Sepulveda. Commercial activities spilling into our residential streets and neighborhoods must not be permitted or sanctioned by the City of Hermosa Beach.

Finally, my preliminary understanding is that technical studies conducted for the EIR have determined that the project will result in significant impacts to the community from noise, traffic, and air pollution. In accordance with CEQA, if a project results in significant impacts that cannot be mitigated to below a level of significance, the Lead Agency (in this case, the City of Hermosa Beach) must adopt a Statement of Overriding Considerations (SOC) concluding that the benefits of the proposed project substantially outweigh the unavoidable significant adverse impacts that would result from project implementation. Since this project will result in de minimus revenue to the City of Hermosa Beach, is not an essential public or private facility, and negatively impacts almost as many people as the number of people that may be employed at the facility, I cannot imagine how the City of Hermosa Beach would justify that the benefits of the project substantially outweigh the impacts to local residents. Let's be clear, the beneficiaries of the project are the owners and shareholders of Sketchers, not the City of Hermosa Beach. Having said that, in principal, I am not opposed to Sketchers building new facilities at this location, but I am opposed to the facilities as proposed.

Again, I respectfully request that the City Council and the Planning Commission, as representatives and stewards of our City, work with Sketchers to develop a project alternative that is acceptable to both Sketchers and the local neighborhood. For our community, the benefits of this project as proposed, does not outweigh our peace of mind or our quality of life.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Deirdre West', with a large, stylized initial 'D'.

Deirdre West

**From:** [Kim Chafin](#)  
**To:** [Joe Power](#); [Heather Imgrund](#); [Laurie B. Jester](#); [Ed Almanza](#)  
**Cc:** [Larry Lawrence](#); [Ken Robertson](#)  
**Subject:** FW: Skechers DIER and Other General Comments on the Process  
**Date:** Tuesday, December 08, 2015 5:04:19 PM  
**Attachments:** [comment 11-24-15 Skechers EIR #1.pdf](#)  
[ADDENDUM S K E C H E R S SCOPING MEETING !.msg](#)  
[FW Proposed Skechers" Project and Its Impact to Residents in 1000 Block of Duncan Avenue.msg](#)  
[FW Skechers Corporate Office Project.msg](#)  
[FW follow up to our meeting today on the subject noted below.msg](#)  
[FW Comments regarding proposed Skechers campus project.msg](#)  
[FW Skechers DEIR Comments.msg](#)  
[COMMENTS 11-22-15 REGARDING SKECHERS DESIGN CENTER 111915.pdf](#)  
[comment letter re Skechers from Merfy 12-7-15.pdf](#)  
[Agencies 5-27-15.pdf](#)  
[SCAQMD.pdf](#)

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Just want to make sure everyone has copies of all the comments received thus far.  
Thanks!

*Kim Chafin, AICP, LEED-AP*

Senior Planner, Community Development Department  
City of Hermosa Beach  
(310) 318-0242

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**From:** Kim Chafin  
**Sent:** Tuesday, December 08, 2015 4:58 PM  
**To:** 'Lisa Kranitz'  
**Cc:** Ken Robertson; Larry Lawrence  
**Subject:** RE: Skechers DIER and Other General Comments on the Process

Good afternoon, Lisa!

Attached are the eight public comment emails we have received thus far in response to the NOP, plus a PDF of a USPS-mailed letter that came in yesterday.

Also attached are two agency letters in response to the previous NOP, just in case you don't have a copy for your files.

Thanks!

*Kim Chafin, AICP, LEED-AP*

Senior Planner, Community Development Department  
City of Hermosa Beach  
(310) 318-0242

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**From:** Lisa Kranitz [<mailto:lisa@wkrklaw.com>]  
**Sent:** Tuesday, December 08, 2015 2:26 PM  
**To:** Kim Chafin  
**Cc:** Ken Robertson  
**Subject:** RE: Skechers DIER and Other General Comments on the Process

Kim,

Thanks. So far we have received 2 e-mails that have been forwarded. Have there been any other

written comments – e-mail or mail – that have come in so far? Once the scoping period closes and we have everything we can finalize our traffic report and get it turned in so we can move on.

Lisa Kranitz  
Wallin, Kress, Reisman & Kranitz LLP  
2800 28<sup>th</sup> Street, Suite 315  
Santa Monica, CA 90405  
310/450-9582, ext. 215 (work)  
310/962-2049 (mobile)  
[lisa@wkrklaw.com](mailto:lisa@wkrklaw.com)

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**From:** Kim Chafin [mailto:[kchafin@hermosabch.org](mailto:kchafin@hermosabch.org)]  
**Sent:** Tuesday, December 8, 2015 2:11 PM  
**To:** [lisa@wkrklaw.com](mailto:lisa@wkrklaw.com)  
**Subject:** FW: Skechers DIER and Other General Comments on the Process

FYI

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**From:** Kim Chafin **On Behalf Of** Ken Robertson  
**Sent:** Tuesday, December 08, 2015 2:09 PM  
**To:** 'Claudia Berman'; Ken Robertson  
**Subject:** RE: Skechers DIER and Other General Comments on the Process

Good afternoon, Ms. Berman!

Thank you for contacting us. I have been checking Mr. Robertson's emails while he is out. Your comments are being forwarded to the EIR consultants, representatives of both cities, and the development team.

Thank you for taking the time to provide your comments; we appreciate it.

And thank you for your suggestion about the web page! We just finished updating it, and you can now find the video from the Nov 18<sup>th</sup> Scoping Meeting, as well all the other documents we have regarding the Skechers project on the same page: <http://www.hermosabch.org/index.aspx?page=482>.

Thank you, Ms. Berman!

*Kim Chafin, AICP, LEED-AP*  
Senior Planner, Community Development Department  
City of Hermosa Beach

(310) 318-0242

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**From:** Claudia Berman [[mailto:its\\_42@yahoo.com](mailto:its_42@yahoo.com)]

**Sent:** Friday, December 04, 2015 4:32 PM

**To:** Ken Robertson

**Subject:** Skechers DIER and Other General Comments on the Process

Hi Ken,

- • Here are my comments concerning the Skechers Project as a whole:
  - The city website needs to have a separate web page with a link from the “What’s New” menu for Skechers. It is too difficult to find information on the Skechers project.
  - I am very concerned that the Skechers complex will cause the traffic on PCH to grind to a halt during rush hour. If that is the case, it is possible that Skechers may have issues in the campus being viable in the long term. If they abandon the project in let’s say, 5 years due people not wanting to work there because of traffic, other businesses requiring office space would also not be interested, due to traffic as well. I had a 2 hour commute for 2 years, and I left my job rather than continue that commute.
  - There may be other reasons in the future that would cause Skechers to vacate. What other companies would want that amount off office space? Would it lie vacant? Retail wouldn’t be an option without the campus being torn down and rebuilt. That would be a huge expense.
  - In the cost/benefit analysis, I’d like to see 1) That it be very clear on existing vs. net new cost/benefit to the city and 2) I’d like to see alternative land use scenarios, such as retail, rather than office space, that would create less traffic and bring in more city revenue. Or a combination of retail and office space that is greatly scaled down.
  - I would like to see a list of “asks” form Skechers for all zoning changes requested or any other “special” requests.
- Here are my inputs to the Skechers DEIR:
  - In the traffic analysis, I would like to see, not just the delays at the key intersections noted, but also cumulative drive time estimates. I go to the airport frequently, and traffic on PCH can be absolutely horrible. Just 2 weeks ago, it took me 45 minutes to get from 2<sup>nd</sup> & Valley to LAX via PCH at 8AM. With the Skechers project will the 45 minutes become 90 minutes? This would be unacceptable.
  - I’d like to see estimated drive times for the following.
    - In the peak AM rush hour, I’d like to see an estimate of drive time on PCH heading north from 190<sup>th</sup> to Skechers , from Pier to Skechers, and from Skechers to Manhattan Beach Blvd.
    - In the peak PM rush hour, I’d like to see an estimate of drive time on PCH heading south from Manhattan Beach Blvd to Skechers, and from Skechers to Pier, and from Skechers to 190<sup>th</sup>.
    - These drive times need to include all time on the PCH, including the wait time for people either entering the garage or

people who want to pass Skechers but have to wait until the employees enter the parking garage. So I'm really asking for is a queuing simulation of aggregate time spent on PCH.

- For any traffic/transportation mitigation recommendations, please be very specific. For example, "Taking the bus or Encourage carpooling" is not specific enough of a plan. There needs to be a specific enough plan in order to have a faith that the mitigation measure would really work. In the community meeting on 12/2/15, it was clear that Skechers has no clear policy on trying to reducing the number of cars.
- For the cumulative traffic estimates, there should be a "worst case" model to include Redondo Beach's transportation estimates from their proposed Waterfront project. Hermosa and Manhattan beaches are part of their "key market areas" and PCH traffic will increase from that project. I'm primarily concerned about the evening rush hour traffic from Skechers adding to the possible dinner/movie traffic to Redondo Waterfront. See their DIER with traffic estimates:  
[http://www.redondo.org/depts/planning/waterfront\\_draft\\_eir/default.asp](http://www.redondo.org/depts/planning/waterfront_draft_eir/default.asp).  
I would also like to see an "guesstimate" of potential impact of the AES site going "commercial and/or residential".
- I'd like the project description to be very clear on where the buildings are located for the entire Skechers footprint (Hermosa, Manhattan, New, Existing).

Thank you,  
Claudia Berman  
443 2<sup>nd</sup> Street, Hermosa Beach



## Comments Regarding:

### PROPOSED SKECHERS DESIGN CENTER AND OFFICES PROJECT

I would request that the EIR for the proposed Skechers Design Center and Offices Project consider and take into account the following items:

**1. The impact on Boundary Place.** Boundary Place is basically an alley, and it does not have the width of a normal residential (let alone commercial) street. There is no access to Boundary Place from northbound Sepulveda Blvd., and there is virtually no ability to access Boundary Place from southbound Sepulveda Blvd. due to the narrow width of the alley and the inability for a vehicle to sufficiently slow down before making a sharp right turn to enter it from southbound Sepulveda Blvd. As such, it is very difficult and unsafe for a passenger car to make the turn, and it is nearly impossible for a truck to make such turn. A traffic survey would show that very few vehicles access Boundary Place other than from the west end thereof off of Dianthus Street, Manhattan Beach (also known as Tennyson in Hermosa Beach). As such, the EIR should consider not only the impact (traffic, noise, pollution, etc.) caused by Skechers' bound traffic (whether passenger cars, trucks, delivery vehicles, trash trucks, etc.) making use of Boundary Place to access the proposed Manhattan Beach facility, but also that such traffic will need to transit through the surrounding residential streets in both Hermosa Beach and Manhattan Beach in order to head east-bound up Boundary Place to the proposed Manhattan Beach facility.

The EIR should consider that the proposed Skechers' plan shows that various refuse receptacles, loading docks and other pads and improvements will be located along Boundary Place and that as such, heavy trucks and maintenance vehicles are intended to make use of Boundary Place to service the Manhattan Beach facility and that as previously mentioned, they will be required to transit thereto from the nearby residential areas in that access from Sepulveda Blvd. is either unavailable or virtually impossible. The EIR should also address that once traffic has travelled east-bound up Boundary Place to the Manhattan Beach Skechers' facility that such traffic, especially truck traffic, will not be able to make U-turns to come back down Boundary Place, but that such traffic will then be required to access Sepulveda Blvd. from the east end of Boundary Place and that it is virtually impossible to safely do so.

The EIR should address the significant impact that will result from Skechers' actual use of the refuse receptacles, loading areas, pads and other improvements proposed to be located along Boundary Place. At present, two passenger cars cannot adequately pass each other on Boundary Place. The EIR should thus address the impact of having Skechers' bound vehicles (e.g., delivery trucks, trash trucks, etc.) not only transiting up and down Boundary Place, but also parking (whether short-term or long-term) directly on Boundary Blvd. adjacent to the proposed refuse receptacles, loading areas and other pads while accessing the Skechers' facility, in that, there are no off-alley dedicated places for such vehicles to park at the Manhattan Beach facility.

The EIR should address the noise and pollution generated by Skechers bound vehicles on a small residential alley that is the sole access to the residences located thereon, and the fact that these residences do not have access via any main street which would typically be located on the opposite side of the residences.

The EIR should consider the impact placed on Boundary Place, as mentioned above, during the construction process.

The EIR should consider the impact and advisability (for purposes of alleviation) of making Boundary Place a one-way street for residential only access up to the Skechers' facility, with no access to the proposed Skechers' facility. This would separate Skechers' traffic and use from that of the nearby residents. The EIR should reference that a prior study and resident survey was previously conducted by the cities of Manhattan Beach/Hermosa Beach as to the advisability of making Boundary Place a one-way street in recognition of the difficult traffic flow presently existing on the alley.

The EIR should consider the impact and advisability (for purposes of alleviation) of requiring that Skechers dedicate a portion of its property along Sepulveda Blvd. (adjacent to the proposed Manhattan Beach facility) for construction of a de-acceleration lane so that traffic may safely enter Boundary Place from southbound Sepulveda Blvd. and thereby not have to access Boundary Place through the residential sections thereof. Such a de-acceleration lane would also allow Skechers' traffic to safely exit from Boundary Place onto southbound Sepulveda Blvd.

**2. Construction Hours.** The EIR should address the impact of allowing construction to commence earlier than current City rules allow in a residential area, and particularly in regard to where workers will park and congregate prior to commencing work. It is not uncommon for workers to arrive early to a job site and "hang out" prior to commencing work. How will this impact the nearby residents? Also, will food trucks and similar vehicles then tend to congregate in the area at earlier "off-hours"?

**3. Construction in General.** In that Sepulveda Blvd. is a busy commercial street, it is likely that construction workers, vehicles and equipment would choose to avoid accessing the Manhattan Beach and Hermosa Beach job sites therefrom, and would instead prefer to circulate through and park on the nearby residential streets. The EIR should address the impact resulting therefrom and means to alleviate such problems.

**4. Parking in Residential Areas.** The local residents in Manhattan Beach have lodged numerous complaints with the City and Skechers regarding parking by Skechers' employees and visitors on nearby residential streets in regard to Skechers present use of its existing buildings. The EIR should address the additional impact that will result by now having hundreds of additional employees and visitors at the newly proposed sites who will likely similarly choose to park on the local residential streets. The EIR should address the reality that even if Skechers supplies adequate numbers of parking spots at the new facilities that many employees and visitors will nevertheless find it easier to park on nearby residential streets so as not to have to circumnavigate through multiple levels of employee parking with limited egress and ingress. The EIR should address the problems that local residents have had in the past, and will likely

have in the future, in getting Skechers to address such issues. The EIR should address the requirement that Skechers have a community liaison person tasked with the on-going job, both during the construction phase, and thereafter, who could directly handle such issues.

**5. Conferences.** Skechers is proposing that conferences will take place at its proposed facilities several times a year and that attendees will be bused in. The EIR should address the fact that many of these attendees will for convenience choose to park nearby in the residential areas. The EIR should also address the impact of these buses accessing the Skechers' facilities, such as where they will load and off-load, where they will wait, whether they will be kept idling, and other related noise, traffic and pollution issues. The EIR should also address Skechers' plan to build outside open areas and terraces where conference attendees and employees may congregate and the impact thereof on the local residents.

**6. Traffic Flow on Sepulveda Blvd.** As proposed, traffic exiting the Hermosa Beach underground parking lot will only be allowed to make a right turn heading southbound on Sepulveda Blvd. The EIR should address what this will do to traffic patterns on Sepulveda Blvd., especially for exiting traffic that wishes to ultimately travel northbound. The EIR should address the impact of this on local residential streets for U-turns, etc. and the effect of such traffic wishing to make a U-turn at the intersection of Sepulveda Blvd. and Artesia Blvd. Likewise, the EIR should address the impact of traffic flows from the various proposed Skechers' buildings directly onto Duncan Avenue and 30<sup>th</sup> Street, and whether for alleviation purposes such traffic should be directed by appropriate right-hand or left-hand turn only signs strictly to and from Sepulveda Blvd. so as to avoid additional traffic flows on to nearby residential streets. Likewise, for alleviation purposes, the EIR should address that no access to the Skechers' facilities should be allowed from eastbound Duncan Avenue or eastbound 30<sup>th</sup> Street via the nearby residential streets, and that all access should only be to and from Sepulveda Blvd.

**7. Closure of 30<sup>th</sup> Street, Hermosa Beach.** The EIR should address the impact on the local residents that would arise from a closure of 30<sup>th</sup> Street for an extended period of time in order to allow both the construction of the proposed overhead walk-way and the underground parking which is envisioned to go under 30<sup>th</sup> Street.

**8. Deteriorated Condition of Present Properties.** The EIR should address that the proposed locations have in fact been owned by Skechers' or related persons or entities for numerous years and that they have been allowed to fall into neglect and ruin during such period, and that any overall claimed "improvement" of the designated areas by the construction of the proposed facilities actually derives in good measure from Skechers' own decision to have allowed the current structures located thereon to fall into disrepair. The EIR should address whether Skechers has been a "good neighbor" in the past as shown by its other developments in the area, and its (and its related parties') ownership thereof, including the properties in issue, and whether its past behavior may be indicative as to how the proposed Skechers' facilities will in fact impact nearby residents.

**9. Other Nearby Properties Owned by Skechers.** The EIR should take into account other nearby properties owned or controlled by Skechers, or related persons and entities, and the impact that would result from a future development of one or more of these properties for the benefit of Skechers. Skechers should be asked to address what it intends to do with such other properties, and the EIR should address how a future development thereof would add to the impact caused by the current proposed project.

**10. Other Unintended Effects.** The EIR should address the impact upon the City and nearby residents that would result from allowing Skechers to build the proposed project to the extent that it would set a precedent for other developers in the area to then request similar treatment.

**11. Decline in Value.** The EIR should address the effect of the proposed Skechers' facilities on the market value of the surrounding residences due to the extended construction period expected for the Skechers' buildings, and likewise thereafter due to their presence adjacent to a residential area.

Harris D. Bass  
318 South Dianthus Street  
Manhattan Beach, CA 90266

(310) 918-8585 cell  
Harris@BusinessStreet.com

From: Heather\_Imgund  
To: Heather\_Imgund  
Subject: FW: ADDENDUM: S K E C H E R S SCOPING MEETING I  
Date: Wednesday, December 09, 2015 9:53:33 AM  
Attachments: [diafc01.png](#)  
[beeilbfc.png](#)  
[qaeeccbc.png](#)  
[abohdila.png](#)  
[ifjdbecic.png](#)

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From: HBresident@roadrunner.com [mailto:HBresident@roadrunner.com]  
Sent: Monday, November 16, 2015 5:36 PM  
To: HBresident@roadrunner.com  
Subject: ADDENDUM: S K E C H E R S SCOPING MEETING I

I've provided a more-extensive rendering below than the one mistakenly sent in my prior reminder.

**PROPOSED SKECHERS FOLLY ADDENDUM:**

**IMPORTANT PUBLIC DRAFT-EIR PUBLIC SCOPING MEETING Wednesday, November 18, at 7-PM in the Hermosa Beach Community Center Theater, 710 Pier Avenue. (To be video-taped for delayed-replay. Important-Please attend as it will not be live-broadcast or live-streamed.)**

**Note:** As I understand it, the purpose of a scoping meeting and during its additional time period is, among other things, for you to comment and provide input as to what you believe should be considered, included, and answered in the scope of the Draft Environmental Impact Report. (The draft-EIR) This right is provided for by the California Environmental Quality Act (CEQA).

**Now, is this SKECHERS project actually a shopping Mall disguised as a corporate campus? Just joking. That would be as dumb and out-of-scale a project as this appears to be.**

I had meant to include the image below (*looks like a shopping mall doesn't it?*) with the prior reminder to you which only showed a portion of the SKECHERS train of linked structures.

Be sure to click the image (or if attached) and/or scroll left-right to view all of its length.

See more comments below this image.



*The image above does not begin to indicate the scale and high-density/intensity of this project in terms of people, vehicles, multiple-subterranean levels of parking, etc. (the trees rendered in the foreground make the complex appear smaller)*

Interesting to note: SKECHERS evidently is planning a corporate-campus that 'Parkour' enthusiasts will absolutely have their eyes trained upon as being the ultimate Hermosa Beach urban obstacle course. Rooftops to rooftops to walls to sidewalks via its entire mega-monolith train-of sterile robotic appearing boxes.



Let's face it, SKECHERS apparently cares little about the Hermosa Beach and PCH impacts their project portends. Btw, get in line for lots of corporate write-off, charitable donations for SKECHERS to buy their way in to the city. Can you say E&B oil?

This monster belongs in the maze of El Segundo corporate campuses where there's a "Green Line" train, and Freeway off-ramps present, to bring their hundreds of minions to work. It clearly does not belong in and overwhelming Hermosa Beach, especially on already GRID-LOCKED, DANGEROUS, PCH.

BTW, has anyone wondered what this monster-monolith will become when SKECHERS goes the route of so many other shoe companies? Perhaps it could become an indoor automobile dealership with three levels of mechanics' shops in the basements. At least that would bring some revenue to the city. This thing will bring little more than impacts and a token annual business license fee. With time the property tax itself, basis Prop-13 and inflation will become insignificant in the scheme of things. Properties like this are corporate owned and seldom get resold and thus their property tax bumped-up as with residential.

Hermosa Beach evidently allows the unlimited purchase and merging of as many parcels as you like for one corporate complex. Note the downtown monster hotels being absurdly facilitated by the city on multiple parcels.

Did you know that the height limit is 5 feet higher (35 feet) in Hermosa Beach on PCH, then it is at (30 feet) in Manhattan Beach on Sepulveda Blvd. Additionally, Hermosa Beach allows all kinds of junk above the height limit, rarely shown on renderings. The drawings in the report (link below) show the height values displayed on the low ends of each structure in sea-level elevations, i.e., clearly trying to deceive the reviewer of the drawings.

Did you ever attend a Hermosa Beach Planning Commission meeting and hear a developer's paid shill state, "This will be a boootiful addition to the community, and it will clean up a blighted area"? Or, "We would like a continuation to work with the neighbors", never mentioning that the project will seriously impact the whole city and South Bay as such, not just the lives of some immediate neighbors who get the notice and will feel the direct brunt of the project.

Every abomination built to date in Hermosa Beach, and there are plenty of them, once had just such statements made in a Planning Commission or City Council meeting before being rubber-stamped and built. Just look around.

One of the most over-used statements made by commissioners on the Hermosa Planning Commission is, "It meets all codes, I will be voting for it".

For a company, SKECHERS, that makes a myriad of shoe designs, they evidently want their designers working in something that looks like a factory filled with robots making robots.

If it were black in color it would remind one of the aging TRW (now Northrop Corp's) 'Space Park' corporate-campus at the South-East corner of Marine Avenue and Aviation Blvd that was built in 1961. Except that campus has open space and is lower in profile.



**IMPORTANT: Review the public notice and significant additional information re: the Hermosa Beach SKECHERS project for PCH at the following PDF file's link.**

**You are invited to a Manhattan Beach / Hermosa Beach combined cities Environmental Impact Report (EIR) Public Scoping meeting which is to take place Wednesday, November 18, at 7-PM in the Hermosa Beach Community Center Theater, 710 Pier Avenue.**

The link follows here to a 76-page PDF document. Note, this is a direct-PDF file and thus you can zoom in to any level of detail. *If you are not aware of how to zoom, rotate, etc., typically you can move your mouse over a page image and then right-click to get a context menu of additional tools.*

<http://www.hermosabch.org/modules/showdocument.aspx?documentid=6495>

Also: I just received the following reply from the city indicating that a video will be made, archived, and replayed of the scoping meeting in the Community Center Theater. Thanks go to resident Al Benson for again providing his services.

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Thank you for contacting us regarding the Skechers Draft EIR Public Scoping Meeting scheduled for Wednesday, November 18th from 7-9 pm at the Community Center.

Arrangements have made for the meeting to be videotaped by Mr. Benson, and it will be added to Granicus and replayed on the cable as well.

Kim Chafin, AICP, LEED-AP  
Senior Planner, Community Development Department  
City of Hermosa Beach  
(310) 318-0240

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**From:** [Ken Robertson](#)  
**To:** "[Larry Lawrence \(lx4@sbcglobal.net\)](#)"; [Kim Chafin](#); [Heather Imgrund](#)  
**Subject:** FW: Proposed Skechers' Project and Its Impact to Residents in 1000 Block of Duncan Avenue  
**Date:** Tuesday, November 17, 2015 11:15:00 AM

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I guess I will forward all comments to you three.

*Ken Robertson*

Director, Community Development Department  
City of Hermosa Beach  
(310) 318-0242

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**From:** Marisa Lundstedt [mailto:[mlundstedt@citymb.info](mailto:mlundstedt@citymb.info)]  
**Sent:** Tuesday, November 17, 2015 10:29 AM  
**To:** Laurie B. Jester; Eric Haaland; Erik Zandvliet  
**Cc:** Ken Robertson  
**Subject:** FW: Proposed Skechers' Project and Its Impact to Residents in 1000 Block of Duncan Avenue

FYI

**Marisa Lundstedt**  
**Director of Community Development**  
P: (310) 802-5503  
E: [mlundstedt@citymb.info](mailto:mlundstedt@citymb.info)

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**From:** Jacqueline Zuanich-Ferrell [mailto:[jzuanichferrell@yahoo.com](mailto:jzuanichferrell@yahoo.com)]  
**Sent:** Tuesday, November 17, 2015 9:50 AM  
**To:** Marisa Lundstedt  
**Subject:** Proposed Skechers' Project and Its Impact to Residents in 1000 Block of Duncan Avenue

I am unable to attend the Scoping meeting for the Manhattan Beach Component of Skechers' expansion. Here are my thoughts:

My biggest concern is the impact of an additional driveway on Duncan Avenue (south side) for exiting employees. In the document, Skechers admits that their current underground parking (north side) is inadequate so they will build

additional spaces for that purpose in the new underground parking lot. It is my belief that this will increase the traffic west on our block (due to employees making a right turn on Dianthus to travel to 2<sup>nd</sup> Street for access to a signal light).

Should the city of MB even allow **two** driveways for Skechers' employees to exit onto Duncan Avenue? Why not place the entry and exit driveway for the new MB building on Sepulveda Blvd and require a deceleration and acceleration lane (similar to the lane planned for the Hermosa Beach Component)? (Actually on page 16 in pdf, there is **no** garage exit shown for underground parking in the new MB building).

Minimally, since the city of Manhattan Beach makes all decisions concerning the posting and enforcement of no left turn signs and no right turn signs for business driveways, it could make these a requirement for approval. Two examples where this has been done are the exit onto 1<sup>st</sup> Street from La Marina Pre-School and exit onto 3<sup>rd</sup> Street from Taco Bell). I had a series of email exchanges with our city traffic engineer regarding this issue. Erik Zandvliet (city traffic engineer) stated that a prohibition on turns can be made a condition of project approval, if justified.

My overall concern is that Skechers has chosen a highly dense area to build their corporate



headquarters and because of that we will either face additional west-bound traffic on our street from exiting employees of Skechers or we may face additional intersections being controlled by signal lights, including Duncan Avenue.

Also as part of the Hermosa Beach Component, Skechers is asking (from Cal Trans) for a new signal at Keats to allow north-bound employees to enter a new business driveway just south of 30<sup>th</sup> Street. It is rare that a signal light is placed on the Sepulveda Blvd/Pacific Coast Hwy corridor where the only reason for the signal light is to provide a left turn for northbound drivers into a business driveway. Should Skechers be required to re-design to relocate this driveway?

My final thought is that there is no new building planned at this time by Skechers for the frontage along Sepulveda Blvd between Boundary Place and Longfellow Avenue. There is an office building there but it is vacant. (Skechers' employees are permitted to park under the office building). Will Skechers maintain the building and property so it is not an eyesore? The same concern is for the other properties (Auto Werxstatt Auto Repair, the former Copy Shop and Debonair Cleaners) in this proposed development during the time it will take for the project to receive approval and begin construction. Already the properties (including landscaping ) have begun to look shabby.

Jackie Zuanich-Ferrell  
resident at 1018 Duncan Avenue  
310-748-2181

**From:** [Ken Robertson](#)  
**To:** "[Larry Lawrence \(lx4@sbcglobal.net\)](#)"; [Kim Chafin](#); [Heather Imgrund](#)  
**Subject:** FW: Skechers Corporate Office Project  
**Date:** Wednesday, November 18, 2015 3:40:53 PM

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[More comments](#)

*Ken Robertson*

Director, Community Development Department  
City of Hermosa Beach  
(310) 318-0242

**From:** Hong Fang [mailto:[fanghong50@gmail.com](mailto:fanghong50@gmail.com)]  
**Sent:** Wednesday, November 18, 2015 10:16 AM  
**To:** Ken Robertson  
**Cc:** Jim Fang  
**Subject:** Re: Skechers Corporate Office Project

Hello Mr. Robertson:

We learnt from the public notice on *Easy Reader* about the proposed office building project of Skechers around the boundary line of Hermosa Beach and Manhattan Beach. In the process of preparing EIR by both cities, you are soliciting comments from the local residents.

While having a corporate office built in the city will enhance the appearance of the city and generate revenues for the future development of the cities and well being of the neighborhood, the negative impact, particularly on environment should be well attended in the planning stage. We would like have our voice heard, and share the hard lesson with our planning officials and other local residents.

Our immediate concern is noise even though the proposed building will be for the office and design center purpose. We live at 1034 Duncan Place sharing the boundary line with one of the Skechers office buildings on 225. S. Sepulveda Blvd. Manhattan Beach. There is a large machine built next to the boundary (which is, according to Skechers, a device to cool the water for its air conditioner). The machine runs from 6:00am to 8:00pm Mondays through Fridays making noise penetrating through our double panel windows and insulating wall into our home, forcing us to close all our windows and doors facing to Skechers all day, every day to reduce the noise! This noise created by this Skechers' machine is so lasting and pervasive that intrudes the peace and quiet life becoming a nuisance to the neighbors.

Besides, it is our understanding that Skechers building in Manhattan Beach is for office use only. Incident use of the site for truck loading and unloading may be permitted, however, it becomes unbearable when the premise becoming virtually a docking yard with trucks starting roaring and backing sound beeping starting as early as 7:00am.

We are new to this neighborhood (since early 2013), and know little about the history

of Skechers building and the city requirements. We do hope that these issues, such with unfriendly environment potential can be addressed at planning stage, higher standards be held and insisted, and routine enforcement be made.

Based on the above hard lesson, we would propose the EIR scope to include the following factors:

1. **Noise**. Noise making from the operations, some devices, though for the office use only, when it covers large building could make significant noise intruding peaceful enjoyment of the neighboring residents.

2. **Higher standard should apply**. The city should require the noise be significantly below the permitted level. Any noise, even within permitted level, but only marginally, should not be allowed. For example, a device creating noise at 35 dBA on the boundary line with residential property like ours where 40 dBA should not be considered as permissible. The noise such like we presently suffer, even though below 40 dBA, when it becomes lasting and pervasive, is a nuisance. Further, an obsolete device could make more noise than a new one at a time when it was installed.

3. **Location of the noise making device** should be strictly scrutinized and balanced. In our situation, the intruding device is not located closer to Skechers' building with the windows closed all year round, instead located along the boundary line, when Skechers has more than enough premise to house the device away from our residential building . Unless absolutely necessary, or economically impracticable, any noise making devise should be built far away from any residential property. If it is absolutely to build the devise close to residential property, proper remedial measures should be required at design stage to ensure to minimize the impact on the neighbors.

4. **Post-construction enforcement** should be another factor to take into consideration in EIR.

Thank you for your attention. Should you have any questions, please contact us by e-mail [fanghong50@gmail.com](mailto:fanghong50@gmail.com) or phone at (310) 544-8991.

Jim Fang and Hong Fang  
Owners of 1034 Duncan Pl.

December 7, 2015

**RECEIVED**

DEC 07 2015

Ken Robertson  
Community Development Director, City of Hermosa Beach  
1315 Valley Drive  
Hermosa Beach, CA. 90254

COMMUNITY DEV. DEPT

Dear Mr. Robertson,

I would like to express my concern and protest the current version of the Sketchers Design & Executive Offices proposal. I have lived at 732 Longfellow Ave. for 27 years and my wife and I are currently enjoying our retirement years in this fine city. We like the small town feel that this city currently provides.

We would be 5 houses away from this enormous development that will not only tower over the neighborhood but add potentially 600-700 cars to an already congested area. Not only on Sepulveda Blvd. but on the currently narrow Longfellow Av. and all the surrounding streets. As it is Longfellow acts as a cut through street. Two cars cannot pass one another because the street is not wide enough when there are cars parked on both sides of the street. Traffic already backs up in front of my house from the light at Sepulveda during rush hour making backing out of my driveway impossible at times. Also because u-turns are not allowed when traveling North at Sepulveda and Longfellow many cars turn left onto Longfellow and use my double wide driveway approach as a turn around then drive back to Sepulveda to turn right and drive South.

I would like to point out many factors that are most important to my family.

The project will take about two years to complete. During this time they will be digging & shoring a below grade four level parking basement. Can you imagine the noise, shaking and dust this will create? We have already endured the construction of the Sketchers building at 330 Sepulveda, we are dreading the total disruption to the peace and quiet at our house. They are asking to allow the start time of construction to begin at 7:30 instead of the normal 8:00. There will be an enormous amount of earth moving trucks staging along Sepulveda way before then. Where are the contractors along with all their supply's, tools and vehicles going to park? Don't tell me they are going to shuttle all this from elsewhere to the job site. I was in construction for 30 years and this is not freezable. Once completed can you imagine how long, noisy and how much exhaust fumes will be created when arriving and leaving the work place trying to get out of a four level underground tandem parking structure? Then trying to negotiate traffic while driving through our neighborhood to get home?

The size and scope of this building is completely disproportional to the city and unprecedented in size. Additionally they are asking to create parking below 30<sup>th</sup> street

and a bridge over the street to connect the two buildings. This will close 30<sup>th</sup> street for at least a year. They want to allow Executive parking to exit onto 30<sup>th</sup> street which means if they want to travel north they will be using city streets to negotiate this.

I am against the rezoning of 744 Longfellow. Why should they be allowed to further encroach into our neighborhood. Where will this end and what's next? I was around when Vasek Polak who provided much more revenue to the city than this project will ever do was turned down. They are also asking too build North of Longfellow to Duncan in Manhattan Beach adding more time, noise and traffic. Now I heard they are in escrow on the car wash north of their current site. Are they trying to turn our beach city into a commercial /industrial park like Torrance or El Segundo?

This project is inconsistent with the goals of Hermosa Beach being a "Green City".

I am concerned this project would devalue my home. My home is by far our biggest investment.

The city must not make major concessions for small gains in revenue. As stated in the EIR, less than 3% of the employees would be Hermosa Beach residents. There will be no sales or occupancy taxes collected. The additional burden on the current utility's and roadways that are in dire need of repair will only be exacerbated. I would hate to see the quality of life on my street and neighborhood down-graded.

In conclusion, the EIR clearly states that there WILL BE significant impact to the aesthetics, air quality, cultural resources, geology/soils, greenhouse gas emissions, hazards and hazardous material, hydrology/water quality, land use/planning, noise, population/housing, public services, recreation, transportation/traffic, utility's/service systems...etc. Our home is very close to this project and we would bear a significant portion of the negative affects.

John Elder and Margaret Merfy  
732 Longfellow Avenue  
Hermosa Beach, CA.

Meredith & Josh Kaplan  
640 Braeholm Place  
Hermosa Beach, CA 90254  
December 10, 2015

RECEIVED

DEC 23 2015

Ken Robertson  
Community Development Director – Hermosa Beach  
1315 Valley Drive  
Hermosa Beach, CA 90254

COMMUNITY DEV. DEPT

Dear Ken Robertson:

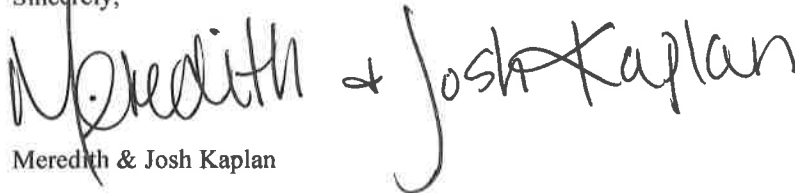
We are writing to you about the proposed Sketchers building project. We are aware that Sketchers has been in the South Bay for many years and seems to do a lot of great things for our community. However, this project currently seems to be one sided in Sketchers favor and we have concerns.

Some of our concerns are as follows:

1. The size and scope of this building seems disproportional to the city and unprecedented in size at 133,000 sq./ft.
2. Our home is off of 30<sup>th</sup> street and the proposed building with its 3-4 levels of underground parking for 636 spaces on 30<sup>th</sup> will undoubtedly add traffic and congestion to our residential neighborhood.
3. The bridge spanning 30<sup>th</sup> street that will be approximately 50 feet wide which is the length of a semi truck.
4. Tearing down homes on Longfellow and changing the zoning of the land allows for deeper encroachment of businesses into our residential areas.
5. The loading docks facing boundary and that the big trucks will turn right onto Boundary, pick up or unload and then continue down Boundary to turn right on Dianthus all day every day.
6. The probable environmental affects as a result from all the above-mentioned concerns.

As of now this proposed building seems to bring many tradeoffs to our community. Increased pollution, traffic and a potential negative affect on property value. We are having a hard time seeing what the benefit to us, the residents / home owners of Hermosa Beach are. We look forward to your response.

Sincerely,

A handwritten signature in black ink that reads "Meredith & Josh Kaplan". The signature is written in a cursive, flowing style. The "M" is large and loops around the "eredith". The "&" is small and connects the two names. "Josh" is written in a simple, slightly slanted cursive, and "Kaplan" is written in a more complex cursive with a large "K" and "l".

Meredith & Josh Kaplan

**From:** [Heather Imgrund](#)  
**To:** [Heather Imgrund](#)  
**Subject:** FW: Sketchers EIR  
**Date:** Tuesday, December 15, 2015 9:48:35 AM

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**From:** Kevin Kellogg [mailto:kevin.kellogg@gmail.com]  
**Sent:** Friday, December 11, 2015 10:14 AM  
**To:** Ken Robertson  
**Subject:** Sketchers EIR

Mr. Robertson,

I noticed you were accepting comments on the scope of the EIR for the new sketchers building. I don't know if this is premature but I would like to express my support for this project. I look forward to reviewing the EIR when it comes out.

Thanks,  
Kevin



**From:** [Ken Robertson](#)  
**To:** [Kim Chafin](#); [Heather Imgrund](#)  
**Subject:** FW: Boundary Place  
**Date:** Tuesday, December 29, 2015 6:19:06 PM

---

Ken Robertson  
Director, Community Development Department  
City of Hermosa Beach  
(310) 318-0242

-----Original Message-----

From: Lori Miller [<mailto:nharmin@aol.com>]  
Sent: Tuesday, December 29, 2015 2:24 PM  
To: Ken Robertson; [ezandvliet@citymb.info](mailto:ezandvliet@citymb.info)  
Cc: Daniel Bath  
Subject: Boundary Place

I realize my comments on Skechers expansion on Boundary are way too late but I'm wondering if you all realize Boundary is not a street it's an alley. We lived at 319 south Poinsettia right on Boundary for 10 years. It was never meant for lots of traffic or big houses. The "thing" that is being built on Boundary east of Ardmore is laughable in its size. I wonder how many accidents it's going to create right there. There is zero setback between the units and Boundary. Whoever let that size of building there has clearly never lived on the street. And now you want to put a business on Boundary? I would say the safety hazards that are going to occur between the new building at the bottom and what you are planning at the top, whew. It really is crazy. Please reexamine the size and nature of properties on Boundary Place. Lori Bath

Sent from my iPad

To: [redacted]  
From: [redacted]  
Subject: [redacted]  
Date: Monday, December 11, 2017, 4:28 PM

From: Margaret [mailto:margaret@pacificgroup.com]  
To: Dan Richardson  
Subject: Starchers development

Hi

My husband and I live on Longfellow in Hartwood back. I just read the article about the recent community meeting regarding the starchers development and as that we need to write you by December 11. So here are a few of my thoughts.

If anyone in advance the post grammar and typos and misspellings. I'm a bit rusty myself and need to discuss my correspondence, and my supervisor email phone does not always understand me correctly. And I just cannot take the time to correct mistakes or please bear with me and hopefully you can understand what I am trying to say.

1) One of the residents at the meeting last week commented that starchers has done an absolutely horrible job maintaining the properties they if I could for several years. The consultants at the meetings keep saying that starchers wants to be a good neighbor and that they live here and of course want to work together to make our community as beautiful as possible. It's great that somebody works there there working on the home on Longfellow that has been an absolute embarrassment and expense. Certainly not something a good neighbor would be happy to be the last several years. But, one positive work or just some effort was expected to spread things up a bit. The attached pictures show what the place has looked on Monday of this week and then only after the workers supposedly finished making things look better. As you can see, they merely moved the garbage from the house and surrounding areas and left it in the parking lot.

2) First of all, why are starchers employees living? And secondly, why haven't they ever picked up the litter? The garbage has been there literally for several years. Not very neighborly, is it? Do you think the owners of starchers would like to see that garbage next to their home?

3) If the owners of starchers choose to be such good neighbors and wanting to work with us to make sure that the development meets everybody's desires, why don't they ever go to the meetings? Because here is that they were out of town for the last meeting.

4) Why don't they ever give a meeting for all the reasons can actually attend and clearly focus on what the community is worried.

5) Why have the kids at starchers at all the meetings. Why are they the only residents to talk with the people at their construction sites?

6) We also agree with our neighbors that starting construction at 7:30 AM is way too early. The answer from the consultant person saying that this would help ensure the project gets done sooner is absurd. Starting at 7:30 instead of eight is not going to have much impact on how many months this project goes on for.

7) Will there be any supervision of the construction workers so that they do not play music or shoot or follow coworkers?

8) Is the change on the house of Longfellow completed? Will there be a contract offer to make sure that the work and perhaps on closed-up on a regular basis? Also, do you think the cars that park when kids need to be could park any more orderly (bikes)? It looks like a ghetto!

That is all I can think of at the moment, but in general I agree with all of your comments. I am referring to the items who lives right next to the vacant empty home.

And, one last thought, it is absolutely absurd that nobody during these meetings has been taking any notes. That seems to be the most basic thing of a meeting.

Thank you for hopefully taking my thoughts into consideration.















Thanks!  
me  
Margaret Weisman  
Business Promotions  
**PROMOS FOR PEACE**  
281.851.4844  
[info@promosforpeace.com](mailto:info@promosforpeace.com)  
[www.PromosForPeace.com](http://www.PromosForPeace.com)  
Custom promotional merchandise...  
And how else something really says "I'm Alikka!"  
Sent from my iPhone

To: [redacted]  
From: [redacted]  
Subject: [redacted]  
Date: Monday, December 11, 2017, 4:28:00 AM

From: Margaret [mailto:margaret@lighthouse.com]  
To: Dan Richardson  
Subject: Starchers development

Hi,

My husband and I live on Longfellow in Hartwood back. I just read the article about the recent community meeting regarding the starchers development and as that we need to write you by December 15. So here are a few of my thoughts.

If anyone in advance the post grammar and typos and misspellings. I'm a bit rusty myself and need to discuss my correspondence, and my supervisor email phone does not always understand me correctly. And I just cannot take the time to correct mistakes or please bear with me and hopefully you can understand what I am trying to say.

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2) First of all, why are starchers employees living? And secondly, why haven't anybody ever picked up the litter? The garbage has been there literally for several years. Not very neighborly, is it? Do you think the owners of starchers would like to see that garbage next to their home?

3) If the owners of starchers choose to be such good neighbors and wanting to work with us to make sure that the development meets everybody's desires, why don't they ever go to the meetings? Because here is that they were out of town for the last meeting.

4) Why don't they ever give a meeting for all the reasons can actually attend and clearly focus on what the community is worried.

5) One thing that has been at all the meetings, why are they not ever available to talk with the people at their construction sites?

6) We also agree with our neighbors that starting construction at 7:30 AM is way too early. The answer from the consultant person saying that this would help ensure the project gets done sooner is absurd. Starting at 7:30 instead of eight is not going to have much impact on how many months this project goes on for.

7) If there be any supervision of the construction workers so that they do not play music or shout or fellow conversations?

8) Is the change on the house, or Longfellow completed? Will there be a contract offer to make sure that the work and perhaps on closed-up on a regular basis? Also, do you think the cars that park when Midas need to be could park any more orderly (bikes)? It looks like a ghetto!

That is all I can think of at the moment, but in general I agree with all of Dan's comments. I am referring to the items who lives right next to the vacant empty home.

And, one last thought, it is absolutely absurd that nobody during these meetings has been taking any notes. That seems to be the most basic thing of a meeting.

Thank you for hopefully taking my thoughts into consideration.















Thanks!  
me  
Margaret Weisman  
Business Promotions  
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[www.lois.com](http://www.lois.com)  
Custom promotional merchandise...  
And how else something useful, too? For Auhke!  
Sent from my iPhone

**From:** [Kim Chafin](#)  
**To:** [Larry Lawrence](#); [Joe Power](#); [Heather Imgrund](#); [Laurie B. Jester](#)  
**Subject:** FW: Concerns/Input Regarding Skechers Project  
**Date:** Wednesday, December 09, 2015 3:48:35 PM

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**From:** Kim Chafin  
**Sent:** Wednesday, December 09, 2015 3:48 PM  
**To:** 'Lisa Kranitz'  
**Subject:** FW: Concerns/Input Regarding Skechers Project

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**From:** Kim Chafin  
**Sent:** Wednesday, December 09, 2015 3:48 PM  
**To:** 'Abbott, Matt'  
**Cc:** Caaren H; [Mmabbott77@yahoo.com](mailto:Mmabbott77@yahoo.com)  
**Subject:** RE: Concerns/Input Regarding Skechers Project

Thank you for contacting us, Matt!

We appreciate you taking the time to provide your comments regarding the proposed Skechers project. I will ensure your email gets to the proper folks at City of Manhattan Beach, City of Hermosa Beach, the EIR consultants and the developer.

Thanks again, Matt!

*Kim Chafin, AICP, LEED-AP*

Senior Planner, Community Development Department  
City of Hermosa Beach  
(310) 318-0242

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**From:** Abbott, Matt [<mailto:Matt.Abbott@bain.com>]  
**Sent:** Wednesday, December 09, 2015 12:00 PM  
**To:** Kim Chafin  
**Cc:** Caaren H; [Mmabbott77@yahoo.com](mailto:Mmabbott77@yahoo.com); Abbott, Matt  
**Subject:** FW: Concerns/Input Regarding Skechers Project

Hello Kim,

I understand that Ken is on vacation and this note should potentially go to you in his absence. Is that correct?

Thank you,  
Matt

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**From:** Abbott, Matt  
**Sent:** Wednesday, December 09, 2015 11:42 AM  
**To:** 'krobertson@hermosabch.org'  
**Cc:** 'Caaren H'; 'Mmabbott77@yahoo.com'; Abbott, Matt

**Subject:** Concerns/Input Regarding Skechers Project

Dear Mr. Robertson,

My wife and I, Caaren Abbott, own the property at 641-643 30<sup>th</sup> Street, about a block and a half down the hill (towards Ardmore) from the proposed Skechers project. We have owned this property for nearly 9 years and expect to own it long into the future. Getting this project right is critical to the community and for our property value. We have three young daughters and their safety is also of utmost importance to us.

Context: We are generally supportive of Skechers as a productive, generous member of the South Bay community. We are excited for the prospect of high quality development both north and south of 30<sup>th</sup> street as these parcels have been a significant blight on our community. That said, we recognize that Skechers has owned these parcels for some time and they are complicit in the more recent degradation of the parcels and the disappointing (and sometime dangerous) use of those facilities as overflow parking for other Skechers buildings.

Concerns: We are extremely concerned about certain aspects of the proposed project and believe that continued shaping of the project scope could make this project much more of a win-win for Skechers and the community. Our most pressing concerns are outlined below:

- Secretive nature of Skechers land acquisition and unclear master plan. As you know, Skechers has acquired a number of parcels in the area. The project has recently grown from just the Hermosa piece to include a Manhattan Beach part of the project as well. It is not yet clear how many parcels Skechers owns or what the full plan is for the Manhattan Beach/Hermosa Beach border area. This could become a major source of traffic congestion, foot traffic, etc. if not understood fully and managed accordingly. We recommend that the communications around this project expand significantly (beyond the 500 foot radius) given the scale and potential impact on Hermosa Beach and Manhattan Beach communities.
- Increased traffic on 30<sup>th</sup> Street, Longfellow, Dianthus, etc. With the steep slope of 30<sup>th</sup> and Longfellow, in particular, cars and trucks often speed down these streets. We are already extremely concerned for the safety of our young children and worry that traffic will only be made worse. Options to investigate as part of the project should include:
  - Ingress/egress for the new buildings should only be physically possible from/onto Sepulveda.
  - The end of 30<sup>th</sup> Street (at Sepulveda) should be evaluated for high quality, aesthetically-pleasing dead end. This has been done at other intersections in Hermosa Beach.
  - Speed bumps (or similar) should be added to 30<sup>th</sup> Street to discourage speeding.
  - Parking should not be allowed outside of the new buildings/parking structures.
- Impact on the aesthetics and visual quality of Hermosa Beach. We are very concerned by the proposed footbridge. While we agree that pedestrian safety and traffic flow are both critically important, we are extremely concerned with the visual impact of a modern overhead footbridge, which would make the northern entryway to Hermosa Beach much more akin to West LA, Culver City or even

Hollywood. This type of bridge just does not belong in Hermosa Beach. Options to investigate should include:

- As noted above, the end of 30<sup>th</sup> Street should be evaluated for a dead end. This would allow foot traffic to safely cross 30<sup>th</sup> Street without the need for an expensive and visually disturbing bridge.
  - Undergrounding of the electric distribution circuit. Residents of the hill section (both Hermosa and Manhattan) have paid dearly for the visual aesthetics of our neighborhood. The proposed Skechers development will have a significant impact on those visual resources. Undergrounding the distribution facilities would help residents regain a critical resource we are losing as a result of this new development. Undergrounding could also help declutter and open up the neighborhood, offsetting some of the increase in construction, delivery and business traffic. Finally, we imagine that these new Skechers buildings will require significant upgrades to the local electrical circuit(s) anyways, so now would be the time for planning and executing the undergrounding of the local electrical facilities.
- Apparent lack of additional business tax revenue for the city. We are having a hard time understanding why there would only be minimal financial benefit to Hermosa Beach for such an increase in economic activity. Unfortunately, we are unfamiliar with the Hermosa Beach business tax codes and do not know how they compare to those of neighboring cities. We recommend a comparison of business tax codes across Hermosa Beach, Manhattan Beach, Redondo Beach and El Segundo to ensure all Hermosa Beach residents are getting their fair share of business tax revenue from use of Hermosa Beach resources.

Thank you for your consideration. Please contact us at any time for clarification.

Sincerely,  
Matt and Caaren Abbott

**Matt Abbott**

Partner

Bain & Company, Inc. | 1901 Avenue of the Stars, Suite 2000 | Los Angeles, CA 90067 | United States

Tel: +1 310 229 4608

Web: [www.bain.com](http://www.bain.com) | Email: [Matt.Abbott@bain.com](mailto:Matt.Abbott@bain.com)

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**From:** [Kim Chafin](#)  
**To:** [Larry Lawrence](#); [Joe Power](#); [Heather Imgrund](#); [Laurie B. Jester](#)  
**Subject:** FW: Skechers EIR  
**Date:** Thursday, December 10, 2015 5:41:53 PM

---

This has been provided to Lisa Kranitz.

---

**From:** Kim Chafin  
**Sent:** Thursday, December 10, 2015 5:41 PM  
**To:** 'Lisa Kranitz'  
**Subject:** FW: Skechers EIR

**From:** mike flaherty [<mailto:mikeflaherty2010@gmail.com>]  
**Sent:** Thursday, December 10, 2015 5:35 PM  
**To:** Ken Robertson; Kim Chafin  
**Subject:** Skechers EIR

The following are some of the issues and questions I have for the Skechers project, and if appropriate, to be considered in the upcoming Skechers EIR.

Also, if appropriate, could you please forward these questions to the HB City Consultants for their review.

#### Demolition Phase

What is the estimated time of the the demolition phase ?

Are both the HB/MB sites going to be demolished at the same time ?

What is the estimated amount of debris(yards/tons) removed from the sites?

What are the estimated number of vehicle trips needed in this phase ?

What are the size/weight of the vehicles used for hauling the debris ?

Is there a designated truck route established ?

Is any of the debris going to be recycled on site ?

#### Excavation/Shoring Phase

What is the estimated time of the excavation/shoring phase ?

Are both the HB/MB sites going to be excavated at the same time ?

What is the estimated amount of dune sand (tons/yards) that will be removed from the sites ?

What is the estimated number of vehicle trips needed in this phase ?

What are the size and weight of the vehicles used for hauling the sand ?

Has a site been selected for the sand disposal ?

Is there a designated truck route established ?

Can this sand be used in any beach sand replenishment projects ?

Are all trucks/vehicles/equipment etc on site during the loading process?

Are any trucks lined up in the immediate neighborhood as they wait their loads ?

Can the vehicles be turned off rather than idling during the waiting period?

During the excavation, are there plans to protect existing utilities, in particular, the HB sewer system, that run adjacent or inside the proposed project. ?

#### Construction Phase

Where are the construction workers going to park their vehicles during the project?

How many yards of concrete will be used for this project ?

What are the size and weight of the concrete trucks?

Is there a designated truck route for the concrete trucks?

Is there a estimated number of vehicle trips for the concrete trucks?

Will any over size vehicles for the project require neighborhood parking restrictions during ingress/egress?

#### Street/ROW issues

Will the existing HB City streets of Boundary, Gould, 30th, Longfellow, the west adjacent alley, etc. and the CalTrans property (PCH) be inspected prior to and after this construction for possible repairs ?

Will that inspection be documented and be part of a contract or agreement?

Is there a Bond that would require repairs be made to any City streets if damaged. This would not include the required ROW improvements.

Will the new 30th street curbs /gutters sidewalks match up with any of the existing curb/gutter/sidewalk that exist west of the project ?

Please note that 30th street has many inconsistencies in road width, missing sidewalks, sidewalk landscape etc.

Also, some consideration should be to review the newest residential project immediately west on 30th so both projects align.

How long will 30th street be closed during the excavation phase and the subterranean construction in the ROW ?

Has there been any discussion regarding a permanent closure west of the project of 30th

street?

Thanks again for this opportunity,  
Mike Flaherty



**From:** [Ken Robertson](#)  
**To:** [Kim Chafin](#); "[Larry Lawrence \(lx4@sbcglobal.net\)](#)"; "[Edward Almanza \(superpark@igc.org\)](#)"; [Heather Imgrund](#); [Joe Power](#)  
**Subject:** FW: follow up to our meeting today on the subject noted below  
**Date:** Thursday, November 19, 2015 8:00:36 AM  
**Attachments:** [image001.png](#)  
[ATT00001.htm](#)  
[CA-LA-Document - Year.DocID-2008.639348.pdf](#)  
[ATT00002.htm](#)  
[Website Notice draft EIR posted 4-23-15.pdf](#)  
[ATT00003.htm](#)

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Here's info from Mr. Benjamin regarding the covenants on use of the alley and other stuff

*Ken Robertson*

Director, Community Development Department  
City of Hermosa Beach  
(310) 318-0242

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**From:** Kim Benjamin [mailto:[Kim@laeroc.com](mailto:Kim@laeroc.com)]  
**Sent:** Wednesday, November 18, 2015 8:21 PM  
**To:** Ken Robertson; Robertson Ken  
**Subject:** Fwd: follow up to our meeting today on the subject noted below

Ken just following up to the meeting right now. Then covenants on title for 2851 PCH specifically prohibits trash or parking or ingress or egress on the west side of the property alley and south portion of the property is prohibited. Please read it. And have the project adhere to all these requirements before a CUP and permit For construction is issued. In this regard staging for and during construction up the alley should be prohibited at all times of the day and after construction is completed. No ingress or egress

In fact if you read it they can't use the for loading or unloading, parking, any vehicular use, and he city as you know as you signed off on it that the city gave up its easement rights for use of any kind of development there. It's very clear.

Thanks

Other comments below also apply here Thanks

Kim Benjamin

Begin forwarded message:

**From:** "Kim Benjamin" <[Kim@laeroc.com](mailto:Kim@laeroc.com)>  
**To:** "[krobertson@hermosabch.org](mailto:krobertson@hermosabch.org)" <[krobertson@hermosabch.org](mailto:krobertson@hermosabch.org)>  
**Subject:** follow up to our meeting today on the subject noted below

Dear Ken:

Thanks for your time this morning to go over this proposed project, and the Notice for the draft Environmental Impact Report, Public Review Period and the Public Scoping Meeting we all attended last month.

I want to thank you for extending the deadline for me to offer you my comments, so you can have them incorporated into the EIR process and final report.

In this regard, below is an excerpt from the Grant Deed for purchase of the 2851 PCH property, which requires that certain conditions be met by the owner developer, and which I handed you along with the related excerpt from the purchase agreement for that property this morning. Those conditions, which apply to the 2851 PCH site and the alley behind it, as well as use of the roof and other matters, are set out in the Deed as follows:

Name: Richard Sullivan

Address: 2954 La Carlita St. HB 90254

Affiliation: Resident

Phone: 310-372-8681

Email: [Sullivan.richard.w@att.net](mailto:Sullivan.richard.w@att.net)

Subject: Comments on Skechers EIR Scoping Meeting 18 Nov 2015

To: Ken Robertson, Director Community Development, Hermosa Beach, [krobertson@hermosabch.org](mailto:krobertson@hermosabch.org)

Kent Allen, Hermosa Beach Planning Commission, [kentallen@gmail.com](mailto:kentallen@gmail.com)

Gentlemen:

I would like to make the following comments on the EIR and the scoping process:

1. What is the legal status of the EIR? Does it constitute an enforceable legal restriction on the owners, occupants and operators of the properties described in the EIR? What is the relationship between a Conditional Use Permit (CUP) and the EIR? Does the Planning Commission plan to issue a CUP to Skechers? If so, when and how will this be done?
2. Many of the questions and concerns raised at the scoping meeting referenced above are typically addressed in the CUP, such as:
  - a. Hours of operation, weekend operations, the exact nature of operations (retail, sales, offices, manufacturing etc.
  - b. Times permitted for deliveries, loading, unloading, etc.
  - c. Parking off premises
3. The City and many of its residents have extensive experience with the CUP process as an enforceable agreement between the City and its residents. It seems to me that we cannot properly evaluate the environmental impact of the Skechers operation without a CUP.
4. I would like to formally object to permitting construction starting at 7:30am. This means that in practice workers and their associated equipment will start showing up at 7:00am or sooner which is disruptive to the residential neighborhood. It also seems to me that an EIR is not the proper place to grant exceptions to city laws and regulations.
5. I am concerned that there are no provisions for parking for the workers and their equipment, and no restrictions stated on the delivery and storage of construction materials and equipment. Absent restrictions, this stuff invariably ends up on various side streets near the construction site, which is disruptive.
6. I am concerned about the status of the alleyway behind the design center, which abuts my property. What type of activities will be permitted there and during what hours?

Thank you for your consideration,

Richard Sullivan

**From:** [Kim Chafin](#)  
**To:** [Larry Lawrence](#); [Joe Power](#); [Heather Imgrund](#); [Laurie B. Jester](#)  
**Subject:** FW: Skechers Project  
**Date:** Thursday, December 10, 2015 4:30:26 PM

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I already forwarded this to Lisa Kranitz.

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**From:** Kim Chafin  
**Sent:** Thursday, December 10, 2015 4:29 PM  
**To:** 'Lisa Kranitz'  
**Subject:** FW: Skechers Project

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**From:** Ken Robertson  
**Sent:** Thursday, December 10, 2015 4:11 PM  
**To:** Kim Chafin  
**Subject:** Fwd: Skechers Project

Sent from my iPhone

Begin forwarded message:

**From:** Robert Devers <[robert.j.devers@gmail.com](mailto:robert.j.devers@gmail.com)>  
**Date:** December 11, 2015 7:45:49 AM GMT+11:00  
**To:** [krobertson@hermosabch.org](mailto:krobertson@hermosabch.org)  
**Subject:** Skechers Project

Hi Ken,  
This is Rob Devers. I reside at 633 8th ST and currently own 729 30th ST and 731 30th St.

I have a few concerns with the Skechers Project.

Most of my concerns fall under the category where this project is beyond the original reasonable development for commercial property in the proposed areas. On top of that, also changing the zoning and giving other variances will all add up to significant financial impact to myself and my neighbors.

We purchased these properties with the reasonable assurance that continued zoning and reasonable development practices would be upheld. If this project is allowed to go forward as it stands the city will have taken active steps to negatively impact residents and landowners in Hermosa for the sole benefit of Skechers.

**Short term impact:**

This is a Herculean project. Well beyond the norm. Going on for over 2 years. My units will be nearly un-rentable. Quality of life to the residents around the area will be hit hard negatively. Impact to me will be on the order of magnitude

of \$150k.

**Long term impact:**

The nearby housing values will suffer for a a benefit for Sketchers.

**Summary:**

This is too big a trade-off for little value to the city - little tax revenue increase, etc. Going forward with this project appears to be tantamount to an eminent domain confiscation of the value of our properties with no consideration.

I have even more concerns, but I am just now getting my arms around that scope of the impact.

Please feel free to get in touch with any questions or comments.

-- Rob

Mobile: 310.428.4464

RECEIVED

DEC 14 2015

COMMUNITY DEV DEPT

December 8, 2015

Ken Robertson  
Community Development Director – Hermosa Beach  
1315 Valley Drive  
Hermosa Beach, CA 90254

Dear Mr. Robertson

This letter serves to voice our concerns with the Manhattan Beach side of the Skechers development plan. I have previously submitted a letter regarding the Hermosa Beach side dated May 21, 2015.

The addition of a three story deep parking structure on this location would intensify, to an unacceptable level, traffic congestion into and out of the surrounding neighborhood.

Placing two loading zones along Boundary Place would deprive people the normal and expected access to their homes. No reasonable assessment of the size and usability of Boundary Place would conclude that it is suitable for even moderate amounts of commercial traffic. Cars cannot pass without swerving onto the property of the Manhattan Beach residents. Compared to what is there now, this project would increase traffic on what is essentially a one-lane road.

The placement of a cooling tower, transformer and a parking exhaust vent adjacent to residential areas represents unknown risks. This building has great potential for noise pollution. If, in fact, the development is approved as is currently proposed, loading dock hours **MUST** be limited as a condition of use. The HVAC noise is a huge concern as well. Will a study be done to ascertain the amount of exhaust and magnetic fields being generated by these facilities? The exhaust vent needs to be moved away from homes as it was on the southern portion of this project.

The building volume on that site will be increasing exponentially. I would request a foliage barrier of some kind that will be both aesthetically pleasing and act as a noise barrier or baffle?

In conclusion, the addition of a building this size, in conjunction with the behemoth project full of variances being proposed on the south side of Longfellow Avenue, is a great concern for our neighborhood. At a minimum, some of these concerns need to be mitigated. It is not hard to see that Skechers use of this land will adversely affect my use of my property.

Stuart Wesolik and Julie Nemeth  
737 Longfellow Avenue  
Hermosa Beach, CA

**From:** [Heather Imgrund](#)  
**To:** [Heather Imgrund](#)  
**Subject:** FW: Skechers concerns  
**Date:** Monday, December 14, 2015 9:25:43 AM  
**Attachments:** [facebook1.png](#)  
[instagram1.png](#)  
[twitter1.png](#)  
[pinterest1.png](#)

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**From:** Susan Benton Russell [mailto:[susan@ridgemerino.com](mailto:susan@ridgemerino.com)]  
**Sent:** Thursday, December 10, 2015 12:31 PM  
**To:** Ken Robertson  
**Cc:** Jeff Russell  
**Subject:** Skechers concerns

Dec. 10, 2015

Attn. Ken Robertson:

My husband, daughter and I live at 716 Longfellow. We are concerned about several issues involving the Skechers development project, including the following:

The planned parking garage "exhaust pipe" which will spew out onto Longfellow towards OK Corral, our daughter's pre-school

The increased traffic that will almost certainly occur throughout our neighborhood, most notably on Longfellow Ave.

- a. Longfellow is already used as a thoroughfare, and with hundreds more cars/employees nearby, we fear that it will become far too busy.
- b. There are several children in the area, *including the aforementioned pre-school*, so safety must be of utmost importance.
- c. Parking is already at a premium on Longfellow. Employees may opt to park on the street instead of the parking garage taking up limited street parking.

The new imposing, industrial structure and pedestrian walkway will alter the character of the neighborhood.

- a. Hermosa is a beautiful, quiet community. We fear the new Skechers development will not enhance the aesthetic of the community, rather it will detract from it. Specifically, the planned pedestrian bridge at 30<sup>th</sup> will dominate one of the prettiest streets and views in Hermosa Beach.
- b. What's more, the pedestrian walkway will divert any over-height vehicles used in any future construction on 30th St, Tennyson Place, La Carlita Place, La Marlita Place, Amby Place, Braeholm Place, and Hermosa View, Dr. down Longfellow Ave. instead – which, as previously mentioned, is an already busy street and *much narrower than 30th St*.

The noise pollution from the construction

- a. My husband and I both work from home and we are concerned the 2+ years of construction noise will interfere with our workday, affecting our livelihood.



We propose the following solutions:

No construction of the pedestrian walkway on 30<sup>th</sup> street

Consider a smaller scale and more charming design aesthetic, to blend in with the neighborhood surroundings.

Limit construction times to begin *after* 8 a.m.

Add speed bumps on Longfellow Ave. to deter speeding or additional through-traffic.

Add “resident parking only” (permit required) areas on Longfellow Ave. and 30<sup>th</sup> street to prohibit non-resident parking.

Redirection of the parking garage's exhaust pipe, to face PCH instead of the residential area and the preschool.

No re-zoning of the small house for commercial use to restrict encroachment of commercial development in residential area.

No loading area on Boundary, the street behind OK Corral, our child’s preschool

Thank you,  
Jeff and Susan Russell

Susan Benton Russell | Co-Founder  
Ridge Apparel, Inc.  
P: 310.697.3488 F: 310.697.3550  
E: [susan@ridgemerino.com](mailto:susan@ridgemerino.com)  
[www.ridgemerino.com](http://www.ridgemerino.com)



“The 6 Best Outdoor Clothing Companies You’ve Never Heard Of” - Outside Magazine

Ridge Men’s Boxer “Best Performance Underwear for Multi-Day Off-the-Grid Trips” - Outside Magazine

Ridge Merino as seen on Powder Magazine’s Gear Locker, “Because we all need merino, and now we can all afford it.”

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DEC 14 2015

COMMUNITY DEV. DEPT

December 10, 2015

Ken Robertson  
Community Development Director – Hermosa Beach  
1315 Valley Dr.  
Hermosa Beach, CA 90254

Dear Mr. Robertson,

My family and I would like to voice our many concerns regarding the Skechers project being proposed in North Hermosa on Sepulveda. This project will forever change the look, feel, and culture of our small beach town community for generations to come.....there's no turning back if approved. I, as well as my neighbors, are hopeful that the Planning Commission and the City Council will consider our legitimate concerns, as they are valid and not only important to us.....but should be important to the City of Hermosa Beach as well. The following bullet-points are keeping us up at night:

1. **The size and scope of this building is disproportional to the city and unprecedented in size.** At 133,000 sq/ft it will be one of the largest buildings in our community. They currently own five lots, and would like to turn them into two. This office building will be 35' tall, not counting HVAC, with 3-4 levels of underground parking **spanning under 30<sup>th</sup> street... for 636 parking spaces!** It must not be ignored that this multibillion-dollar corporation owns the property north of Longfellow to Duncan as well. When the dust settles, the Sketchers CAMPUS will extend from Duncan Place to Dunn-Edwards, which is close to 1/5<sup>th</sup> of a mile long!
2. **Regarding the 3-4 levels of sub-terrain parking....**Although the building proposed will have a setback from my house and the neighborhood of 22' 9", they want to build the 3-4 levels of underground parking at my PROPERTY LINE! My 7 and 3 year old sons' bedrooms are 3 feet from the property line. So, they are proposing to dig 30-40 feet down right next to their rooms, and my house. I see this as a HUGE impact.....and EXTREMELY CONCERNING!! Also, I believe they are digging/building this massive project on a SAND DUNE.
3. **Longfellow is the 'gateway' to Hermosa Beach...**and a MASSIVE Sketchers building will be the first thing everyone will see when they come into our beautiful small town, and when they leave. In the Hermosa Beach General Plan, it states the importance of Hermosa's 'Scenic Vista's'....which are viewpoints that provide expansive views of a highly valued landscape for the benefit of the general public. These values 'Scenic Vistas' which can be seen at the top of Longfellow and Sepulveda when driving south will be lost. The Skechers building will block the views of the Pacific Ocean as well as Palos Verdes....so the view will be taken from the General Public, and be given to just a few. **In the Executive Summary of the Land Use Element from the HB Planning Department, the #1 Goal is to protect/maintain the small town beach community atmosphere of Hermosa Beach. Also stated is that height limits and the method of measurement shall be established which will MINIMIZE impacts of commercial development on scenic views and on the privacy of adjacent residences.**
4. **Tearing down houses to accommodate businesses.** Included in the 5 lots is 744 Longfellow, which is currently zoned R1. Changing to C3 would allow them to encroach deeper our

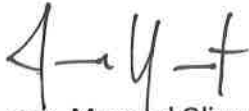
neighborhood. In the 1994 Land Use Element Revision, it states to preserve the existing character of ALL residential neighborhoods. Also, it states to 'Mitigate impacts of expansion of commercial development in relation to adjacent residential land uses. And, Skechers is asking for modified hours of construction allowing them to start at 7:30am, which is unacceptable. This is Manhattan Beaches start time, not Hermosa Beaches which is 8am. I feel it's only fair that since the BULK of this project is in Hermosa Beach, we must stick with 8am for the benefit of our residents, not Skechers. This will be a two year program.....so a 7:30am start for this period of time will be daunting.

5. **This project will bring NO additional revenue into the city of Hermosa Beach.** Only a marginal increase in property tax will be available to the city. They will have two cafeterias in the building, so the employees will not be having lunch at any of our local restaurants. The draft EIR predicts that only 3% of Sketchers employees will reside in Hermosa Beach. So, of the 1,000 employees they are expecting to have working at Skechers, only 30 are expected to live in Hermosa. **The city must not make major concessions for only marginal gains in revenue.** I propose that the City of Hermosa Beach conduct their own 'Cost/Benefit' analysis to see what Skechers will be contributing to our city vs. the resources they are taking out. In the Skechers 'Community' meeting on December 2<sup>nd</sup>, they presented their own 'Cost/benefit' analysis.....and it was VERY confusing on where they got the revenue numbers, and extremely skewed in Skechers favor.
6. **Traffic congestion citywide will exacerbate an already bad situation.** This is the largest project being considered on Sepulveda. With the additions of a Gelsons, MB Toyota, MB Medical Center, potential renovation of Manhattan Village etc. traffic patterns will be disrupted citywide. **636 parking spots represent 3% of our population.** Longfellow is already a throughway for Hermosa Beach. With the addition of Skechers, the traffic up and down our street, as well as the surrounding neighborhood, will grow exponentially. One example that was brought up at the Skechers Community meeting was the fact that the building proposed on Boundary and Sepulveda (this is the new building which was added in Manhattan Beach, but will still add to the traffic nightmare). The loading docks will be facing Boundary....so all day, every day Skechers will have trucks turn right onto Boundary, load or unload or idle, etc. Then continue down Boundary and turn left or right on Dianthus depending on which way they're heading on Sepulveda. AND....the property at 701 Longfellow was just purchased by a developer....and my understanding is that he'd like to build two homes on this lot. The lot which is RIGHT at Boundary and Dianthus.
7. **The current state of the properties is in disarray.** I've heard a few neighbors state that "ANYTHING" is better than what is there now. HOWEVER, please remember that **Sketchers has owned these properties for many years (some up to 10 years)...and has not done ANYTHING to keep them up.** The house next door to me at 744 Longfellow has been vacant since they purchased it over 5 years ago.....and I've had to call Skechers NUMEROUS times to clean up the landscape. This is the entrance to our neighborhood.....and it's an embarrassment. The bottom line is that Skechers states that they are good neighbors. But, actions speak louder than words. In the Skechers Community Meeting, the current state of these properties was brought up quite a few times by the neighbors.....and Skechers response was 'We want to be good neighbors NOW'. Of course, NOW that they want something.

8. **Probable Environmental Effects is a concern.** The EIR clearly states that there **WILL BE** significant impact to the aesthetics, air quality, cultural resources, geology/soils, greenhouse gas emissions, hazards and hazardous material, hydrology/water quality, land use/planning, noise, population/housing, public services, recreation, transportation/traffic, utilities/service systems...etc. I do understand that we need to wait to see what the EIR draft comes back with to understand what we're up against.....However, the impacts stated above are VERY concerning to me and my family, as well as the neighborhood, and should be for the City of Hermosa Beach. Also, I do understand that all of the above impacts need to be stated on the initial EIR study sent to the community.

Thank you for taking my concerns into consideration when making these VERY important decisions for our City. Again, I want to stress that once this building is built, it will be engrained in our city, community and neighborhood for AT LEAST 50 years.....so multiple generations. It is a LEGACY decision that you and your team will have to make.

Sincerely,



Jason, Vanessa, Max and Oliver Yasment

740 Longfellow Ave.

D E I R D R E   W E S T

December 11, 2015

Mr. Ken Robertson  
Huntington Beach City Planning Commission  
Community Development Director  
1315 Valley Drive  
Hermosa Beach, California 90254

Dear Mr. Robertson:

Sketchers Development

I am a resident of Longfellow Avenue in Hermosa Beach. On Wednesday, December 2<sup>nd</sup>, I attended a community meeting regarding the new Sketchers facilities proposed along Sepulveda Boulevard in the cities of Manhattan Beach and Hermosa Beach. While I appreciate Sketchers gesture to discuss the project with the community, the information provided at that meeting deepened my concerns about the impacts on local residents associated with this project. I respectfully request that the City of Hermosa Beach, acting as Lead Agency under the California Environmental Quality Act (CEQA) for the Environmental Impact Report (EIR) being prepared for this project, identifies a viable alternative(s) to the proposed project that will not result in significant impacts to local residences.

Sketchers proposed project involves construction and operation of numerous large-scale buildings for a variety of commercial uses. Both construction and operation of these facilities will have significant impacts on the local neighborhood. Construction will take place over a two year period, resulting in, but not limited to, significant air quality, traffic, and noise impacts. Operation of these facilities will also result in significant impacts on nearby residences, primarily from traffic and noise.

As currently proposed, the project will result in large trucks travelling down Boundary Place and other residential streets every day, all day. Boundary Place is a narrow alley with residents' bedrooms and living areas located immediately adjacent to the roadway. The roar of commercial trucks travelling down this alley is a completely inappropriate use for this residential setting. The noise impacts to residents would be significant and unacceptable.

The project will also result in up to 1,000 people commuting to and from these facilities, with a fair number of them using local streets, some of which are already overburdened (Longfellow), for their daily commute. Residential streets should not, and must not, be used as highways for trucks and commuters. Moreover, commercial trucks and increased traffic will result in a significant safety risk to the many children, pets, and elderly people who travel down these streets and alleyways and to residents pulling in and out of their driveways.

During the community meeting, I was told by Sketcher's attorney that the Planning Commission required loading docks for the office facility proposed at Sepulveda and Boundary Place, but that "they weren't planning on using them" with the exception of occasional deliveries of office supplies. However, during the traffic presentation, the community was told that trucks would regularly use these loading docks and since there was no room to turn around, trucks would be travelling down Boundary Place to exit back onto Sepulveda from either Duncan Street or 30<sup>th</sup> Street. Obviously, these two statements are in conflict. I was also told that the loading docks were being constructed just in case Sketchers sold the building at some point, as these docks would be desirable to potential buyers. In light of these facts, the City Council and the Planning Commission should keep in mind that they are not only approving Sketchers proposed use of the property, but also the use of any subsequent owners of the property. Thereby, even if the City were to receive a commitment from Sketchers that they would only occasionally use these loading docks, the City cannot guarantee that future owners would not regularly use these loading docks and more importantly, the local street network, for commercial traffic.

Sketchers also stated that they cannot construct truck unloading docks or parking garages off of Sepulveda because this would require acceleration and deceleration lanes. While I realize this would be difficult and probably expensive, it is not impossible, and should be considered. At the very least, all parking and truck loading docks should be located on the north side of Sepulveda, which is already a commercial area. If this is not possible, Sketchers should construct underground loading docks that provide enough room for the trucks to turn around and exit onto Sepulveda. Commercial activities spilling into our residential streets and neighborhoods must not be permitted or sanctioned by the City of Hermosa Beach.

Finally, my preliminary understanding is that technical studies conducted for the EIR have determined that the project will result in significant impacts to the community from noise, traffic, and air pollution. In accordance with CEQA, if a project results in significant impacts that cannot be mitigated to below a level of significance, the Lead Agency (in this case, the City of Hermosa Beach) must adopt a Statement of Overriding Considerations (SOC) concluding that the benefits of the proposed project substantially outweigh the unavoidable significant adverse impacts that would result from project implementation. Since this project will result in de minimus revenue to the City of Hermosa Beach, is not an essential public or private facility, and negatively impacts almost as many people as the number of people that may be employed at the facility, I cannot imagine how the City of Hermosa Beach would justify that the benefits of the project substantially outweigh the impacts to local residents. Let's be clear, the beneficiaries of the project are the owners and shareholders of Sketchers, not the City of Hermosa Beach. Having said that, in principal, I am not opposed to Sketchers building new facilities at this location, but I am opposed to the facilities as proposed.

Again, I respectfully request that the City Council and the Planning Commission, as representatives and stewards of our City, work with Sketchers to develop a project alternative that is acceptable to both Sketchers and the local neighborhood. For our community, the benefits of this project as proposed, does not outweigh our peace of mind or our quality of life.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Deirdre West', with a large, stylized initial 'D'.

Deirdre West