

Professional Sports Headquarters and Training Facility Project

Addendum to the Raytheon El Segundo South Campus Specific Plan Project
Certified Final Environmental Impact Report (SCH No. 2012101081)

November 2021



Prepared by
Kimley»Horn



**ADDENDUM TO THE
RAYTHEON EL SEGUNDO SOUTH CAMPUS
SPECIFIC PLAN PROJECT
CERTIFIED FINAL ENVIRONMENTAL IMPACT REPORT
(STATE CLEARINGHOUSE NO. 2012101081)**

**PROFESSIONAL SPORTS HEADQUARTERS AND
TRAINING FACILITY PROJECT**

Prepared For:

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

Prepared By:

Kimley-Horn and Associates, Inc.
1100 W. Town and Country, Suite 700
Orange, CA 92868

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Introduction

Prepared by
Kimley»Horn



1 INTRODUCTION

1.1 Purpose of the Addendum

This Addendum to the certified Raytheon El Segundo South Campus Specific Plan Project Final Environmental Impact Report (FEIR) (State Clearinghouse #No. 2012101081) (RBF Consulting, January 2015) has been prepared in accordance with the provisions of the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] §§21000 et seq.); the State CEQA Guidelines (Title 14, California Code of Regulations [CCR] §§15000 et seq.); and the rules, regulations, and procedures for implementing CEQA as set forth by the City of El Segundo (City).

This Addendum has been prepared to address minor changes to the El Segundo South Campus Specific Plan (ESSCSP) (Specific Plan No. 11-01), as described below, resulting from the proposed Professional Sports Headquarters and Training Facility Project (Proposed Project).

1.2 Statutory Authority and Requirements

The City is the Lead Agency under CEQA. When only some changes or additions to a previously certified EIR are necessary and none of the conditions described in State CEQA Guidelines §15162 are met, CEQA allows the lead agency to prepare an addendum to a previously certified EIR (State CEQA Guidelines §15164(a)).

State CEQA Guidelines §15164 state the following concerning an Addendum to an EIR:

- (a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in §15162 calling for preparation of a subsequent EIR have occurred.
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in §15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- (d) The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to §15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

State CEQA Guidelines §15162(a) specifies that when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Additionally, pursuant to State CEQA Guidelines §15162(b), if changes to a project or its circumstances occur or new information becomes available after adoption of [an EIR or] a negative declaration, the lead agency shall prepare a subsequent EIR if required under State CEQA Guidelines § 15162(a). Otherwise, the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

New State CEQA Guidelines Appendix G thresholds do not constitute “new information” requiring additional environmental review.¹ State CEQA Guidelines §15164(a) states that “a lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in §15162 calling for preparation of a subsequent EIR have occurred.” Refer also to **Section 1.4: Summary of Analysis and Findings** below for findings concerning the Proposed Project.

1.3 Background and History

In 1978, a Precise Plan was approved for the approximately 142.28 gross acre Raytheon Company’s Space and Airborne Systems (SAS) facility Campus site (Raytheon Campus or Campus) in the City’s southeast portion to construct a total of 2,575,000 square feet (SF) of improvements for a floor area ratio (FAR) of 0.42. In 1987, the City Council approved the last modification of the Precise Plan. Under the existing

¹ *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301.

approvals at that time, the Campus was built close to the maximum FAR allowed, which caused the Raytheon Company (Raytheon) to utilize property in other areas outside the Campus. To make efficient use of the Campus, Raytheon proposed the ESSCSP in December 2011 to allow development of the Specific Plan area in several phases. The ESSCSP established a maximum allowable development intensity within the 142-acre Specific Plan area of 3,718,889 net SF² (4,231,547 gross SF)³ with any combination of allowed uses, provided that the FAR does not exceed a specified development square footage (at a maximum FAR of 0.60 within the ESSCSP area) and the specified peak hour trip ceiling on new development (26,585 daily trips, 3,042 AM peak hour trips, and 3,120 PM peak hour trips). It is noted, concerning Lots 7, 8, and 18 (in part) where the Proposed Project would be located, the ESSCSP anticipated development of approximately 327,680 net SF (367,002 gross SF) as discussed in detail in **Section 2.1.3: Existing General Plan and Zoning**, below. For purposes of this analysis, the entitled/assumed development of Lots 7, 8, and 18 (in part) hereinafter, is referred to as the “Approved Project.”

As of October 21, 2021 (i.e., inclusive of Phase I entitled development), approximately 1,866,750 net SF (approximately 2,095,950 gross SF) of entitled floor area remains within the ESSCSP; see **Appendix A: ESSCSP Phase I Development Tracking Table**.

An EIR was prepared to analyze the potential environmental impacts resulting from ESSCSP implementation. On December 15, 2015, the City adopted Resolution No. 4958, certifying the FEIR (Environmental Assessment No. EA-905), State Clearinghouse (SCH) No. 2012101081, in compliance with CEQA and the State CEQA Guidelines. On January 19, 2016, the City adopted Ordinance No. 1516 approving the ESSCSP. Among others, the approvals included Subdivision No. SUB 11-02 (Vesting Tentative Tract Map No. 71551) and Development Agreement No. DA 11-02. Vesting Tentative Tract Map No. 71551, which divided the ESSCSP area into 26 individual lots, was recorded November 27, 2019 (Instrument No. 20191313306); see **Exhibit 2-1: Development Agreement Phases**. Development Agreement No. DA 11-02 between the City and Raytheon Company, which specified the standards and conditions that would govern the property’s development and detailed the Applicant’s and City’s obligations, was recorded on December 13, 2016. The First Amendment to the Development Agreement, which was recorded on November 13, 2019, established four development phases for the ESSCSP area; see **Exhibit 2-1**.

On October 4, 2021, the City received applications for the Proposed Project.

1.4 Summary of Analysis and Findings

Based upon the analysis of potential environmental consequences anticipated to occur from implementation of the Proposed Project (see **Section 4.0: Proposed Project Environmental Impact Analysis**), the Proposed Project would not result in any new or more severe impacts that were not disclosed, analyzed, and mitigated for in the FEIR. As demonstrated in this Addendum, the Proposed Project’s potential impacts would either be the same or less than those anticipated for the Approved Project in the FEIR. In addition, there are no substantial changes to the circumstances under which the

² Net square footage is the usable area of a specified space and excludes unusable space (e.g., common areas, hallways, and mechanical rooms).

³ Gross square footage contains all areas of a building, including maintenance areas, walkways, balconies, attics, common areas, and any walkable areas of the building. Parking lots are not included in gross square footage.

Proposed Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the FEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. Therefore, in accordance with State CEQA Guidelines §15164, this Addendum to the previously certified FEIR is the appropriate environmental documentation for the Proposed Project. In taking action on any of the approvals, the decision-making body must consider the whole of the data presented in the FEIR, as augmented by this Addendum.

1.5 Incorporation by Reference

State CEQA Guidelines §15150 encourages environmental documents to incorporate by reference other documents that provide relevant data and analysis. The documents outlined below, which were utilized during preparation of this Addendum to the FEIR, are a matter of public record and are hereby incorporated by reference. These documents are available for review at the City of El Segundo Development Services Department, 350 Main Street, El Segundo, CA 90245.

- El Segundo General Plan
- El Segundo General Plan Final Environmental Impact Report
- El Segundo South Campus Specific Plan (Specific Plan No. 11-01) (RBF Consulting, October 2015)
- Raytheon El Segundo South Campus Specific Plan Project Final Environmental Impact Report (State Clearinghouse #No. 2012101081) (RBF Consulting, January 2015)

An aerial photograph of the new Los Angeles Chargers stadium. The stadium is a large, white, angular structure with a prominent overhanging roof. It is surrounded by parking lots filled with cars and some greenery. The word 'CHARGERS' is visible on the stadium's facade. The image is framed by a large, stylized, light blue and white geometric shape on the left side.



2 PROPOSED PROJECT DESCRIPTION

2.1 Proposed Project Location and Setting

2.1.1 Proposed Project Location

The approximately 142-acre ESSCSP area is in the County of Los Angeles, approximately 19 miles southwest of Downtown Los Angeles; see **Exhibit 2-2: Regional Context** and **Exhibit 2-3: Local Context**. The Proposed Project involves 63.13 acres within the ESSCSP area when accounting for all lots where modifications are proposed; see **Exhibit 2-4: Proposed Project Within the ESSCSP** for the Proposed Project's location within the ESSCSP area.

2.1.2 Proposed Project Setting (Existing Conditions)

The ESSCSP area is in the City's southeast quadrant, in a predominantly light industrial area. The ESSCSP area is bounded by El Segundo Boulevard to the north, the elevated Los Angeles County Metropolitan Transportation Authority (Metro) C (Green) Line and an older industrial subdivision on Coral Circle to the east, a Union Pacific Railroad spur and the El Segundo sump to the south, and a Southern California Edison high voltage transmission easement to the west.

The existing Raytheon Campus, inclusive of the demolition, includes approximately 1,788,889 net SF of mixed development within the 142-acre ESSCSP area. As indicated in **Table 2-1: Existing Raytheon Campus Uses**, there are 11 buildings on the Campus, including a recreation facility.

The Proposed Project site is on generally level terrain and is fully built out and improved. Within Lots 7 and 8, the Proposed Project site is developed with various Raytheon uses/facilities, including approximately 13,196 SF of floor space in three buildings (E-20, which consists of two buildings, and E-21) used for storage and ancillary uses, various shade and other structures, an asphalt-paved surface parking lot, and ornamental landscaping. Within Lot 18, where the new storage building would be constructed, the Proposed Project site is developed with an unused wastewater treatment facility and an asphalt-paved surface parking lot, both Raytheon facilities. The following uses surround the Proposed Project site:

- **North:** Raytheon Campus and associated surface parking lot;
- **South:** Vacant lot and Union Pacific Railroad spur;
- **East:** Metro C (Green) Line light rail and commercial offices; and
- **West:** Vacant lot and the Edward C. Little Water Recycling Facility.

Table 2-1: Existing Raytheon Campus Uses

Building	Use	Net Square Footage
E-1	Office, Lab/R&D, Warehouse	996,871
E-2	Office, Lab/R&D, Warehouse	39,082
E-3	Office, Lab/R&D, Warehouse	28,383
E-4	Office, Lab/R&D, Warehouse	670,619
E-5	Office, Lab/R&D, Warehouse	1,705
E-6	Office	2,263
E-7	Office, Lab/R&D, Warehouse	49,966
E-20 ^{1,2}	Warehouse	9,245
E-21 ^{1,2}	Office, Warehouse	3,951
E-23 ²	Warehouse	428
E-24 ^{2,3}	Recreation	0
Subtotal		1,802,513⁴
E-20, E-21, E-23, E-24 ²	SP and FEIR Assumed as Demolished	-13,624
Total Existing Campus Uses After Demolition		1,788,889
Notes: 1. On the Proposed Project site. 2. Buildings E-20 (9,245 SF), E-21 (3,951 SF), E-23 (428), and E-24 (0 SF) were assumed as demolished and thus were previously excluded from the Existing Campus Uses calculation; see ESSCSP Table III-1, <i>Land Use Summary</i> , and FEIR Table 3-4, <i>Land Use Summary</i> . 3. Building E-24 includes locker rooms, restroom and shower rooms which are non-assignable areas for purposes of net square footage. 4. See FEIR Table 3-1, <i>Existing Development</i> . Source: ESSCSP Table I-1, <i>Existing Uses</i> .		

2.1.3 Existing General Plan and Zoning

The El Segundo General Plan (ESGP) Land Use Map depicts the City's land use designations and indicates the Proposed Project site is designated "El Segundo South Campus Specific Plan." The ESGP Land Use Element further describes the ESSCSP, as follows:

"Permits a mix of office, commercial, retail, research and development, industrial, and related recreational uses. The maximum overall FAR in the Specific Plan is 0.60, based on the gross square foot size of the Specific Plan project area. (Reso 4958, GPA 11-01, 9/1/09)."

The El Segundo Zoning Map depicts the location and boundaries of the City's various zones and indicates the Proposed Project site is zoned "ESSCSP – El Segundo South Campus Specific Plan," which allows for commercial/office mixed-use, office/industrial mixed-use, and recreation/open space uses. The ESSCSP is a comprehensive policy and regulatory guidance document for the development of all properties within

the ESSCSP area. By providing the necessary regulatory and design guidance, the ESSCSP ensures that future development implements the ESGP goals and policies.

The ESSCSP includes a land use plan, among other components. The ESSCSP Land Use Plan establishes the maximum allowable development within the ESSCSP area boundaries. As stated in the ESSCSP, the maximum development potential within the 142.28-acre Campus is based upon a FAR of 0.60, resulting in a maximum development intensity of 3,718,889 net SF (4,231,547 gross SF). ESSCSP Table III-1, *Land Use Summary*, anticipates that the allowed new development would total 1,930,000 net SF, or 2,161,600 gross SF.⁴ To allow for maximum flexibility within the Specific Plan area, the ESSCSP utilizes a mixed-use concept, with regulatory mechanisms to allow for transfers between land use types and planning areas, subject to various requirements concerning FAR, allowable land uses, and AM, PM, and daily trip generation ceilings.

ESSCSP Exhibit 5, *Land Use Plan*, depicts the ESSCSP's land use plan and indicates the Proposed Project site is designated Office/Industrial Mixed Use (O/I MU) and Recreation/Open Space (REC/OS). The Office/Industrial Mixed Use (O/I MU) land use category includes a full range of commercial, office, warehousing, and light industrial land uses, allowing for new light industrial/R&D, office, and commercial uses. The Recreation/Open Space category includes the ESSCSP's private recreation facility. The ESSCSP's conceptual site plan is shown in ESSCSP Exhibit 6, *Conceptual Site Plan*. ESSCSP Table III-2, *Land Use – Project Development Scenario*, shows a potential implementation of the ESSCSP's land uses and standards based upon Vesting Tentative Tract Map No. 71551 and the Conceptual Site Plan depicted in ESSCSP Exhibit 6. **Table 2-2: Existing Conceptual Development Scenario** provides the existing conceptual development capacity specifically concerning Lots 7, 8, and 18 (in part), based on ESSCSP Table III-2.

Table 2-2: Existing Conceptual Development Scenario

Lot	Use	Acres	Building Area (Net) (SF)	Building Area (Gross) (SF)	Assumed FAR
7	Office	4.75	163,840	183,500.8	0.79
8	Office	5.81	163,840	183,500.8	0.65
18 (in part) ¹	<i>Not applicable</i>				
Total		10.56	327,680	367,002	
Note: 1. For Lot 18, the Specific Plan assumed 670,619 net SF (783,689 gross SF) of Existing Campus Uses - no new development was assumed. Source: ESSCSP Table III-2, Land Use – Project Development Scenario.					

2.2 Proposed Project Characteristics

The Applicant seeks approval of the Proposed Project for development of a corporate office headquarters on Lots 7 and 8 (ESSCSP Phase II area) and a pre-engineered manufactured storage building on Lot 18 (ESSCSP Phase IV area), at the ESSCSP area's southeast corner. **Table 2-3: Comparison of Existing and**

⁴ City of El Segundo. (2015). El Segundo South Campus Specific Plan. Retrieved from <https://www.elsegundo.org/home/showpublisheddocument/351/637110579836730000> (accessed August 27, 2021).

Proposed Development Scenarios, compares the Proposed Project's development capacity to the Approved Project's development capacity.

Table 2-3: Comparison of Existing and Proposed Development Scenarios

Description	Use	Building Area (Net) (SF)	Building Area (Gross) (SF)
Existing Conceptual Development Scenario			
Lots 7 & 8	Office	327,680	367,002
Proposed Conceptual Development Scenario			
Lots 7 & 8 Building E-20 Demolition ¹	Warehouse	-9,245	-9,245
Lots 7 & 8 Building E-21 Demolition ¹	Warehouse	-3,951	-3,951
<i>Subtotal Demolition</i>		<i>-13,196</i>	<i>-13,196</i>
Lots 7 & 8 New Construction	Office	126,448	148,050
Lot 18 (in part)	Warehouse	5,237	5,865
Total²		131,685	153,915
Change (number)		-195,995	-213,087
Change (percent)		-60%	-58%
Notes:			
1. Buildings E-20 (9,245 SF) and E-21 (3,951 SF) were assumed as demolished and thus were previously excluded from the Existing Campus Uses calculation; see ESSCSP Table III-1 and FEIR Table 3-4.			
2. No credit taken for demolished Buildings E-20 and E-21 given these were previously excluded from Existing Campus Uses calculation; see Note No. 1 above.			

To accommodate the proposed development, the Proposed Project involves the following entitlements: SPR No. 21-01 for Site Plan Review of the Phase II area and SPR 21-02 for Site Plan Review of the Phase IV area; Minor Modifications to the ESSCSP (Specific Plan No. 11-01); Subdivision No. SUB 21-03 for Vesting Tentative Tract Map No. 83507; and Amendment No. 2 to Development Agreement No. DA 11-02.

2.2.1 Site Plan Review

The Proposed Project involves four key components:

- (1) The first component is the construction of a three-story corporate headquarters building totaling approximately 122,080 net SF (approximately 143,250 gross SF); see **Exhibit 2-5: Conceptual Site Plan for Corporate Headquarters** and **Exhibit 2-6: Corporate Headquarters Elevations**. The headquarters building would include dining areas, an auditorium, conference rooms, locker rooms, training rooms, a weight room, office space, storage rooms, a service area, and mechanical and electrical rooms. The headquarters building would have a maximum height of approximately 50 feet above ground surface (54 feet to top of parapet at elevator overrun); see **Exhibit 2-5** and **Exhibit 2-6**.

The headquarters building would house operations and business operations staff with typical business hours from 6:30 AM to 5:30 PM. A total of approximately 270 personnel would be employed at the corporate headquarters on a typical workday.

- (2) The second component is the construction of two single-story groundskeeping and maintenance buildings totaling approximately 4,368 net SF (approximately 4,800 gross SF) at the Proposed Project site's northeastern corner.
- (3) The third component is the construction of three full-size natural grass fields with a 29 feet and 4 inch to 30-foot wide artificial turf perimeter are proposed at the site's eastern portion. The three natural grass fields with the artificial turf perimeter would be 362 feet wide by 546 feet long.

To serve Proposed Project components 1 through 3, 348 at-grade parking spaces would be provided in two surface parking lots (i.e., southern and eastern). Of the 348 parking spaces, 24 spaces would be electric vehicle (EV)-capable. A security booth would be located at the corporate headquarters' southern parking lot.

Six types of perimeter fencing are proposed on the corporate headquarters site to buffer views of the proposed uses from adjacent areas, and specifically to prevent visibility into the corporate headquarters building and grass fields.

- Type 1 and Type 2 Fencing: 8-foot high black metal vertical picket security fence around the perimeter of the fields. The fencing would be located to the north of the field adjacent to South Hughes Way and to the east and south of the fields adjacent to the maintenance building and parking lot. Additional colored panels for banners located at the entrance to the fields in proximity to the maintenance access drive are proposed.
 - Type 3 Fencing: 32-foot high tall netting to block views from the elevated Metro C (Green) Line to the Proposed Project site.
 - Type 4 Fencing: 8.0-foot high black chain link fencing along the Proposed Project site's southern boundary adjacent to the southern surface parking lot.
 - Type 5 Fencing: Existing 8-foot high silver chain link fencing to the west of the Type 4 fencing along the Proposed Project site's southern boundary to the south of the western surface parking lot.
 - Type 6 Fencing: 3.5-foot high black fencing located along the western parking lot's northern boundary.
- (4) The fourth component is the construction of a pre-engineered manufactured storage building totaling approximately 5,237 net SF (5,865 gross SF); see Exhibit 2-7: Conceptual Site Plan for Storage Building. The storage building would be used for Raytheon's business activities and does not include any employee-occupiable space. The building would be one-story and would be approximately 21 feet and 2 inches high. The building would be located on an existing foundation. Existing landscaping along South Hughes Way would remain. A 6-foot high chain link fence would be provided around the building's perimeter, with two chain link gates and two chain link rolling gates.

2.2.2 Minor Modifications to the ESSCSP (Specific Plan No. 11-01)

The ESSCSP includes a land use plan (ESSCSP Exhibit 5) to establish the land use plan categories within the ESSCSP area boundaries. **Exhibit 2-8: Revised Land Use Plan** depicts the existing and proposed ESSCSP land use plans. **Exhibit 2-9: Revised Conceptual Site Plan** depicts the existing and proposed ESSCSP conceptual site plan. To implement these proposed changes, the following Minor Modifications to the ESSCSP are proposed:

- **Exhibits.** Modifications to various ESSCSP exhibits are proposed, including the Land Use Plan (ESSCSP Exhibit 5), Conceptual Site Plan (ESSCSP Exhibit 6), Vesting Tentative Map #71551 (ESSCSP Exhibit 7), Utilities (ESSCSP Exhibits 8 through 12), and Infrastructure (Exhibits 13 through 16).
- **Nash Street Extension.** The proposed modifications include realigning the Nash Street extension. The modifications to the Nash Street extension require minor utility relocations, as depicted in proposed ESSCSP Exhibits 8 through 16.
- **Recreational Facilities.** The proposed modifications would decrease the land available for the ESSCSP Raytheon employee private outdoor recreational facilities (from approximately 7.54 acres on Lot 11 to approximately 7.34 acres on Lots 10 and 11).
- **Coral Circle Connection.** The proposed modifications would realign/relocate the Coral Circle connection to the Nash Street extension through Lots 20 and 22. The proposed modified circulation pattern would continue to provide for possible future connection from the Nash Street extension to Coral Circle (an easement through Lots 20 and 22) and capacity for additional parking for the Coral Circle businesses (Lots 20 and 22).

Various ESSCSP text revisions are also proposed to account for the modifications described above.

2.2.3 Subdivision No. Sub 21-03 (Vesting Tentative Tract Map No. 83507)

Vesting Tentative Tract Map (VTTM) No. 83507 would be required to finalize the proposed Nash Street extension and accommodate lots needed to implement the Proposed Project. VTTM No. 83507 proposes a new one phase subdivision of the property into 26 separate parcels, including parcels for future streets.

Table 2-4: Comparison of Existing and Proposed Tract Maps details the VTTM modifications to implement the Proposed Project:

Table 2-4: Comparison of Existing and Proposed Tract Maps

Lot #	Existing		Proposed	
	VTTM No. 71551 ¹ Lot Number	Lot Size	VTTM No. 83507 ² Lot Number	Lot Size
1	1		-	
2	2		-	
3	3		-	
4	4		-	
5	-	312,543	5	190,853
6	-	195,471	6	198,958
7	-	206,967	7	248,588
8	-	253,088	8	351,412
9	-	73,235	9	121,690
10	-	65,052	10	150,961
11	-	328,296	11	168,966
12	12		-	
13	13		-	
14	14		-	
15	15		-	
16	16		-	
17	17		-	
18	-	799,640	1	801,916
19	-	363,159	2	342,894
20	-	15,941	3	28,004
21	-	99,992	4	100,387
22	-	14,458	12	18,233
23	-	21,944	13	26,904
24	24		-	
25	25		-	
26	26		-	
Notes: 1. The existing lot numbers are provided under “Land Use Plan (Existing)” in Exhibit 2-8: Revised Land Use Plan . 2. The proposed lot numbers are provided under “Land Use Plan (Proposed)” in Exhibit 2-8: Revised Land Use Plan .				

2.2.4 Lighting and Signage

Various types of lighting would be provided across the Proposed Project site. The corporate headquarters’ southern and western parking lots would include lighting fixtures above the parking spaces and along the parking lot perimeters. Additionally, similar lighting fixtures would be provided adjacent to the maintenance building east of the grass fields (as described in the *Site Plan Review* subsection above). For

the corporate headquarters building, ceiling slot lighting would be fixed to the façade along the building's western frontage. Floodlights with glare control and mounted lights behind façade screens would be provided on the headquarters building southern frontage. Pedestrian pole lights would be provided by the headquarters building lobby. Ten approximately 70-foot high mounted poles with high performance low-spill LED shielded fixtures approximately 70 feet high would be provided around the natural grass fields. The fixtures would provide an average of 150 footcandles at the playing surface, with a maximum of 8 footcandles of spill light at the Proposed Project site boundary. While there is potential for nighttime use of the fields, the Proposed Project would comply with ESSCSP Chapter V, *Design Guidelines*, which states that all lighting would prevent direct glare onto adjacent properties.

Signage will consist of internally illuminated wall signs, illuminated freestanding letters and surface applied architectural wall graphics with team and/or sponsor-related branding. Signage would be provided on all four elevations of the headquarters building. A monument sign, approximately 16.5 feet wide by 5 feet tall made of concrete and aluminum, is proposed at the western corner of the Proposed Project site by South Hughes Way. The monument sign would include illuminated graphics.

2.2.5 Access

Regional access to the Proposed Project site would continue to be provided via I-105 to the north, with an exit at North Nash Street, and via I-405 to the east, with an exit at West El Segundo Boulevard.

Local access to the Proposed Project would be provided via South Hughes Way, which is a six-lane divided roadway trending in an east-west direction. This entrance would provide right-in and right-out only traffic. Secondary access would be provided via the proposed North Nash Street extension, which would be a four-lane undivided roadway trending in a north-south orientation. This entrance would allow both left and right turns for ingress and egress traffic. Both streets would provide bicycle and pedestrian access to the Proposed Project site.

Headquarters employees and visitors would enter the headquarters building from the south via a secured gated area. Visitors, media, or other staff would enter the building through the west via the main entry lobby.

2.2.6 Parking

The Proposed Project would provide 348 at-grade parking spaces at two surface parking lots (i.e., southern and western). Of the 348 spaces, 24 would be EV-capable. Parking for staff and visitors would be provided at the western portion of the Proposed Project site to the west of the headquarters building. All 158 spaces for staff and visitor parking would be standard (9'x19') stalls. On the southern portion of the Proposed Project site, 187 spaces would be provided for employee parking. An additional three spaces would be provided east of the grass fields for the maintenance building. Bus parking would be provided along the headquarters building. Parking would be provided through controlled access that incorporates gates and security cameras.

A truck dock and loading/staging area is proposed at the headquarters building southwest corner, adjacent to the building's main equipment storage area. In total, 20 bicycle parking stalls would be provided south of the headquarters building.

2.2.7 Landscaping

The Proposed Project's landscaping is depicted in **Exhibit 2-10: Conceptual Landscape Plan**. The Proposed Project would include approximately 325,458 SF of landscaped area. Planted areas (40,814 SF) would be provided around the headquarters building perimeter and as buffers to the south and east of the Proposed Project site. Hardscape (approximately 30,030 SF) would include a paved plaza to the west of building and a paved paseo and maintenance access to the north of the building. The sports fields would be natural grass (approximately 197,652 SF), while the fields' edges would be artificial turf (approximately 56,692 SF). There are 58 trees existing on-site, none of which would be retained. The Nash Street frontage would provide approximately 47 street trees. In the parking area, the Proposed Project would provide 32 trees, with the other 32 trees substituted by overhead photovoltaic (PV) panels. The ESSCSP requires that landscaped areas must cover five percent of the vehicular use area, and that each parking space must be located within 30 feet of a tree. Of this requirement, the Proposed Project would substitute 22 trees with the overhead PV panels.

2.2.8 Site Excavation and Grading

Proposed Project development would require approximately 45,000 cubic yards (cy) of cut and 61,000 cy of fill, resulting in a net of 16,000 cy of fill import.

2.2.9 Construction Schedule

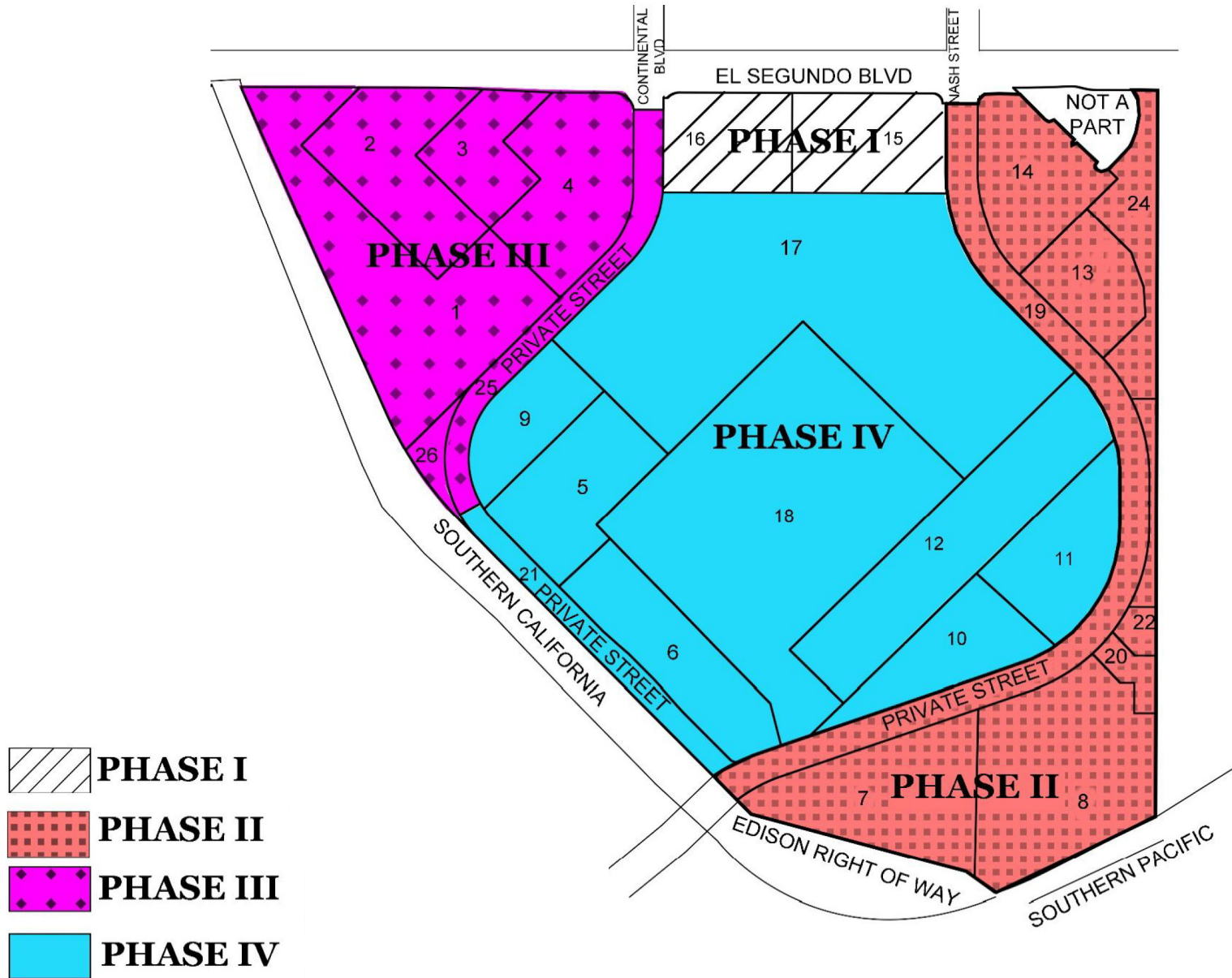
Construction would occur in one phase for a total of 25 months. Construction would take place Monday through Saturday from 7:00 AM to 6:00 PM. Demolition and site grading would start in April 2022 and last until September 2022. Approximately 13,196 SF of existing building space in Lots 7 and 8 would be demolished and the wastewater treatment facility in Lot 18 would be removed. Building and site construction is anticipated to begin September 2022 and is anticipated to end May 2024. The Proposed Project is estimated to be operational in May 2024.

2.3 Proposed Project Approvals

The City is the Lead Agency as set forth in Public Resources Code §21067 and is responsible for reviewing and approving this Addendum to the FEIR. In addition to the Addendum, the City will consider the following discretionary approvals for the Proposed Project:

- Environmental Assessment No. EA-1305;
- Site Plan Review No. 21-01 for Sports Facility;
- Site Plan Review No. 21-02 for Storage Facility;
- Minor Modifications to Specific Plan No. 11-01;
- A new Subdivision Map No. 21-03; and
- A Second Amendment to Development Agreement No. DA 11-02.

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Source: Amended Development Agreement 2019 Exhibit F

EXHIBIT 2-1: DEVELOPMENT AGREEMENT PHASES

Professional Sports Headquarters and Training Facility Project Addendum EIR

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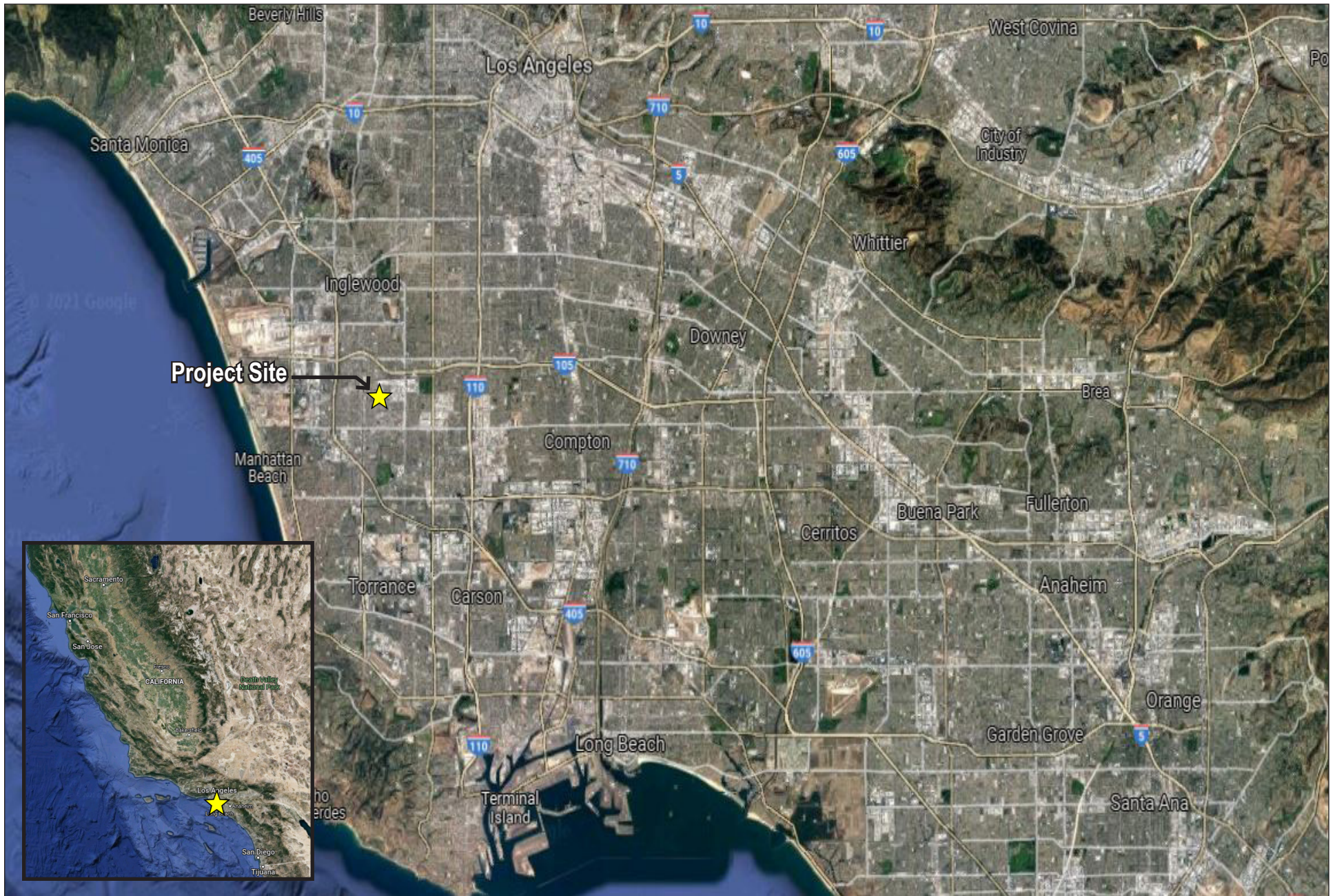


EXHIBIT 2-2: REGIONAL CONTEXT

Professional Sports Headquarters and Training Facility Project Addendum EIR

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EXHIBIT 2-3: LOCAL CONTEXT

Professional Sports Headquarters and Training Facility Project Addendum EIR

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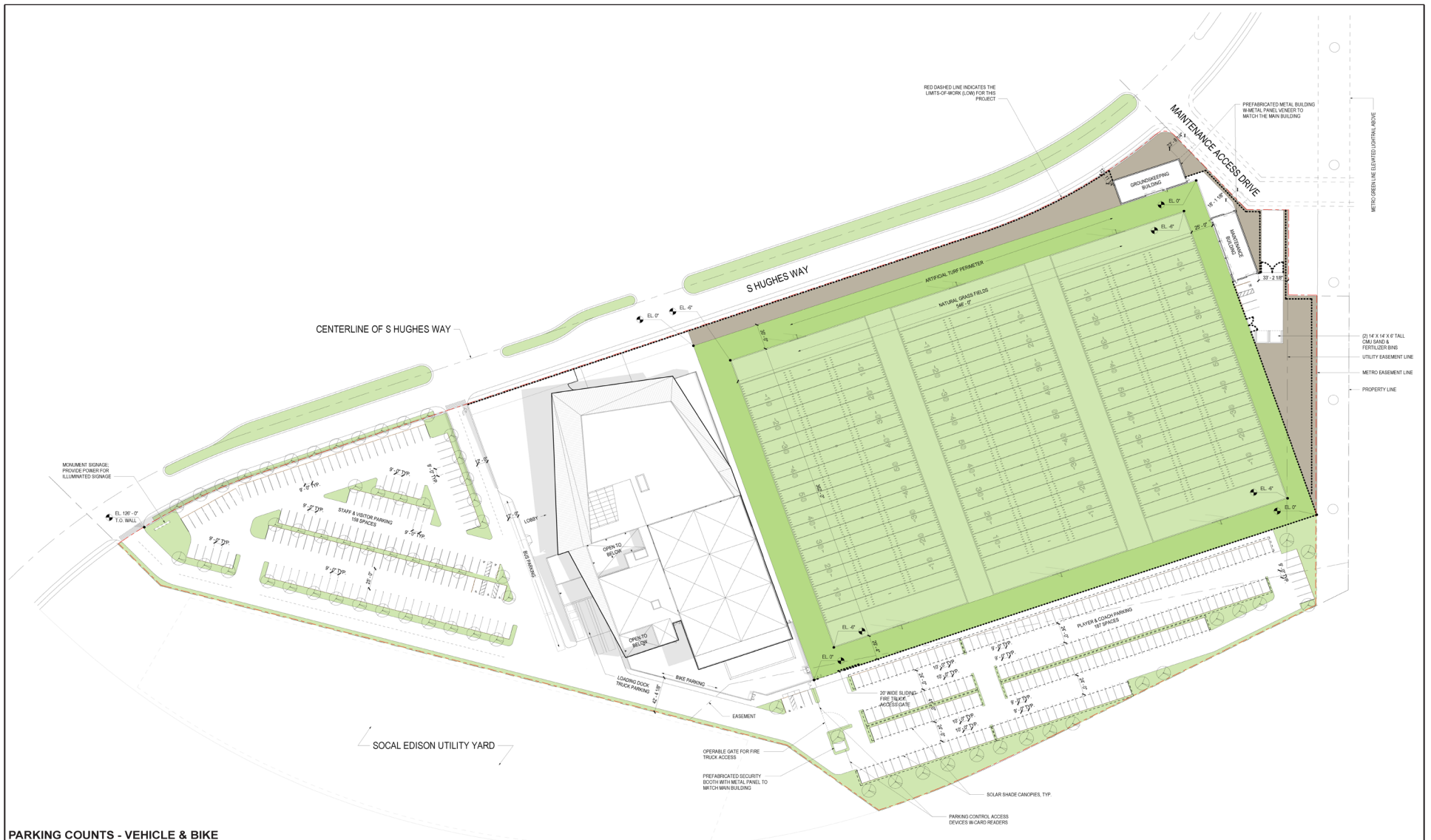
EXHIBIT 2-4: PROPOSED PROJECT WITHIN THE ESSCSP

Professional Sports Headquarters and Training Facility Project Addendum EIR



Kimley»Horn

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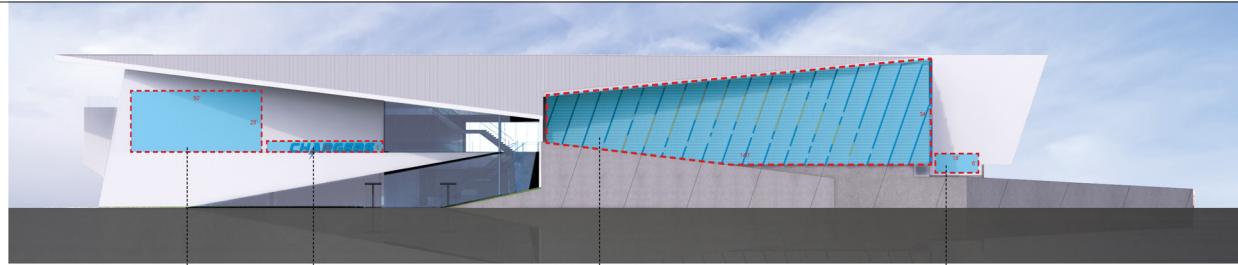
PARKING COUNTS - VEHICLE & BIKE

MAIN BUILDING	TYPE / CLASSIFICATION	GROSS BUILDING SF	NET BUILDING SF	PARKING PROVIDED	SPACES / STALLS REQUIRED
	OFFICE	143,250	122,000	1,000 FOR 1ST 25,000 SF 1,000 FOR 2ND 25,000 SF 1,000 FOR REST - 72,000 SF 1 PER CA. 1,000 SF	89 72 181 5
GROUNDKEEPING BUILDING	MAINTENANCE & STORAGE	4,800	4,369		
TOTAL REQUIRED:					342
TOTAL PROVIDED:					348
SURPLUS / DEFICIT:					6
ADA PARKING REQUIRED (B) ADA SPACES, (2) OF WHICH ARE VAN PARKING					
ADA PARKING PROVIDED (B) ADA SPACES, (2) OF WHICH ARE VAN PARKING					
BIKE PARKING REQUIRED (NON-RESIDENTIAL)					
		10,000	4 FOR 1ST 10,000 SF	4	
		111,448	5% FOR PORTION ABOVE 10,000	10	
TOTAL BIKE PARKING REQUIRED:					20

EXHIBIT 2-5: CONCEPTUAL SITE PLAN FOR CORPORATE HEADQUARTERS

Professional Sports Headquarters and Training Facility Project Addendum EIR

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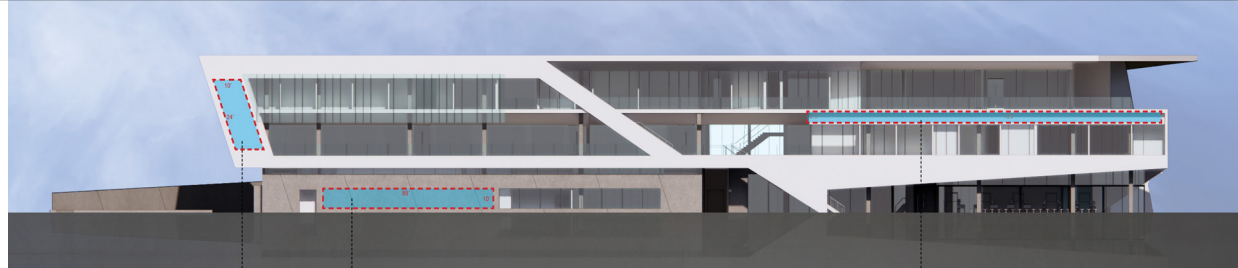
SIGNAGE
1,250 SF

SIGNAGE
300 SF

SIGNAGE
4,760 SF

SIGNAGE
108 SF

WEST ELEVATION - FACING TOWARD THE PARKING LOT
TOTAL FACADE AREA: 17,732 SF

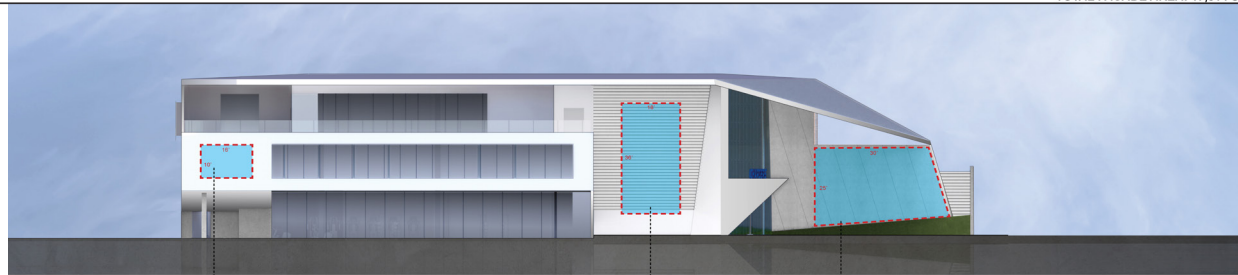


SIGNAGE
240 SF

SIGNAGE
850 SF

SIGNAGE
2.5'x120'

EAST ELEVATION - FACING TOWARD THE FIELD
TOTAL FACADE AREA: 17,814 SF

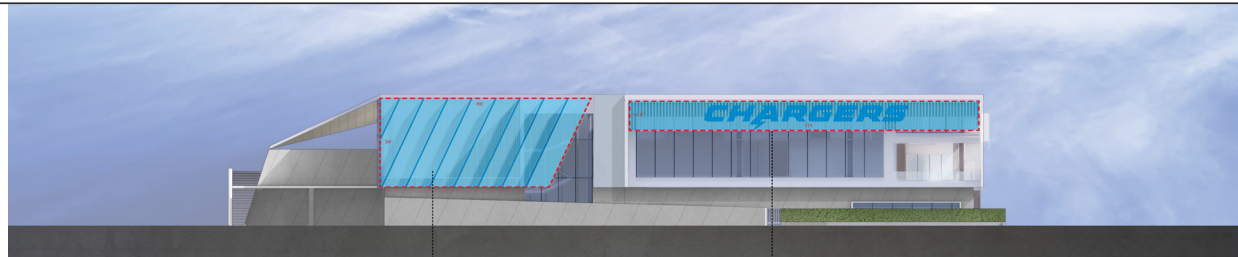


SIGNAGE
160 SF

SIGNAGE
648 SF

SIGNAGE
750 SF

NORTH ELEVATION - FACING TOWARD THE STREET
TOTAL FACADE AREA: 10,618 SF



SIGNAGE
2,250 SF

SIGNAGE
1,280 SF

SOUTH ELEVATION - FACING TOWARD THE RAIL YARD
TOTAL FACADE AREA: 11,200 SF

EXHIBIT 2-6: CORPORATE HEADQUARTERS ELEVATIONS

Professional Sports Headquarters and Training Facility Project Addendum EIR

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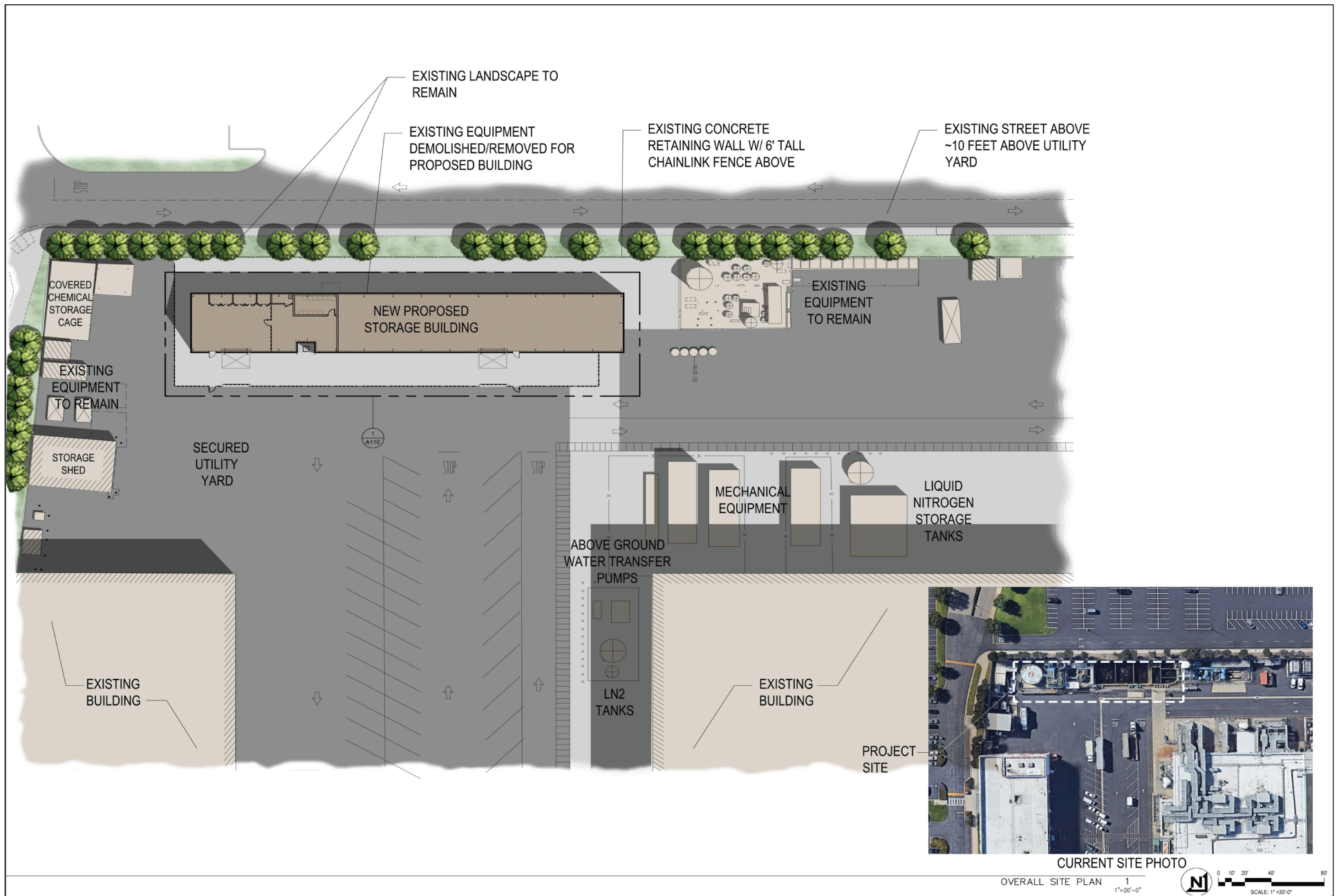
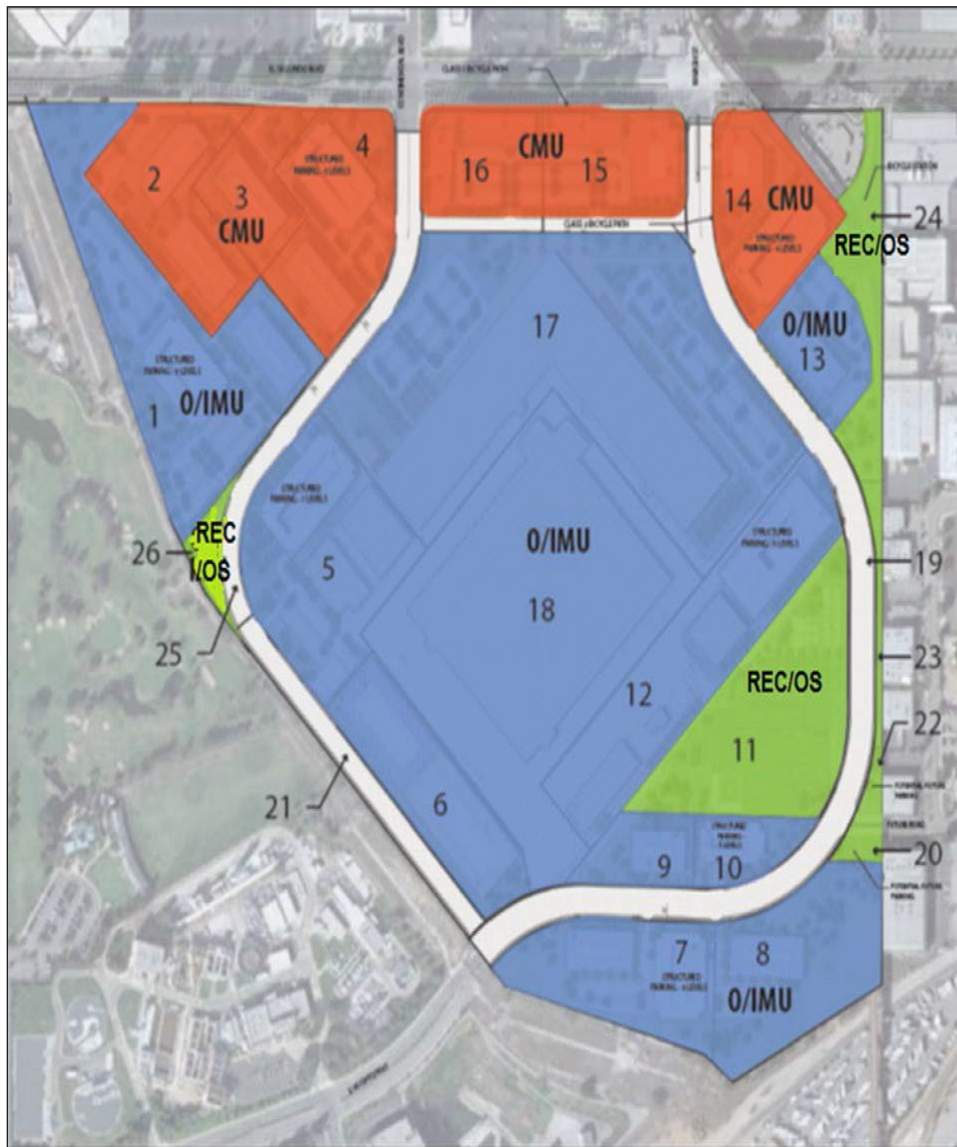
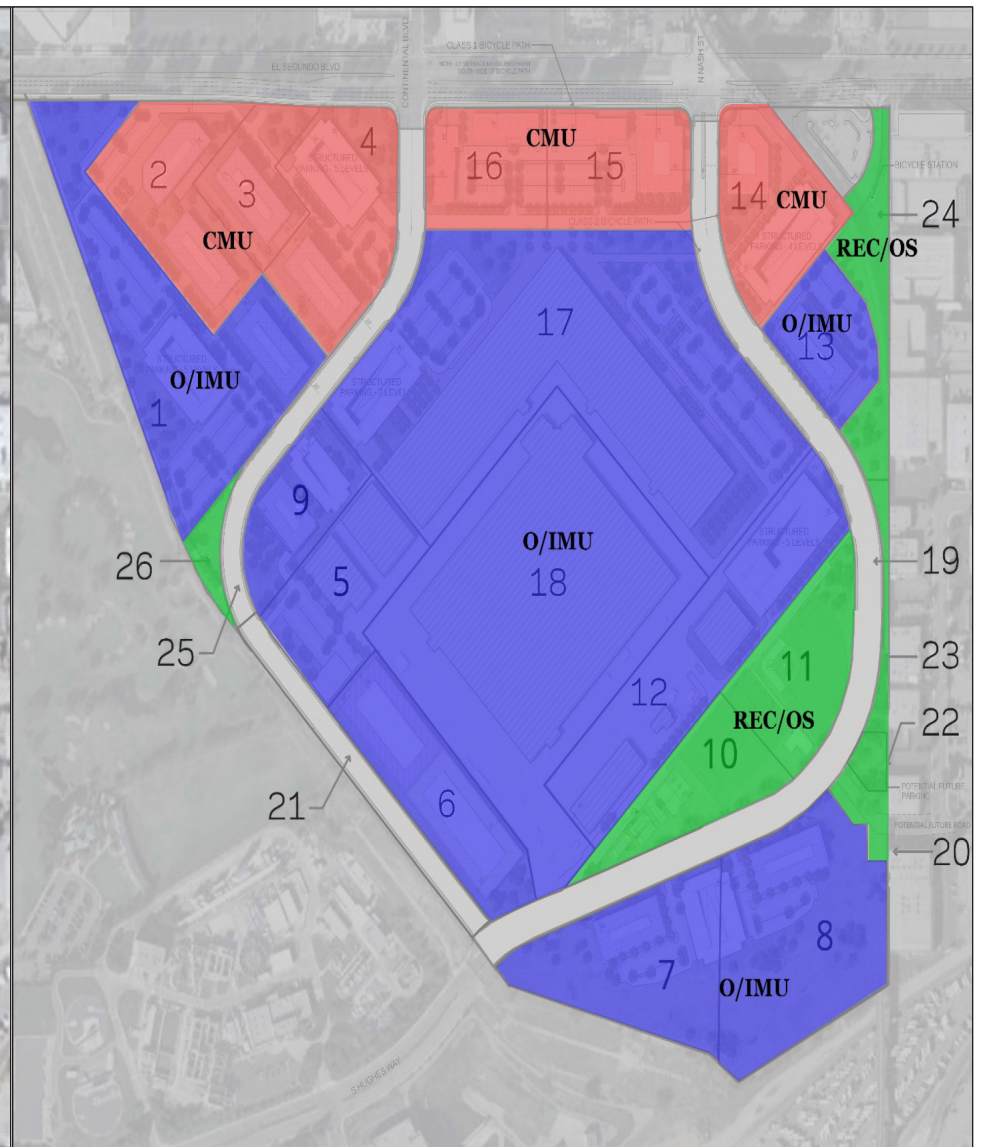


EXHIBIT 2-7: CONCEPTUAL SITE PLAN FOR STORAGE BUILDING
Professional Sports Headquarters and Training Facility Project Addendum EIR

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Land Use Plan (Existing)



Land Use Plan (Proposed)

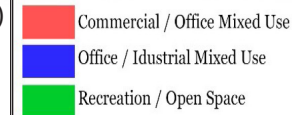


EXHIBIT 2-8: REVISED LAND USE PLAN

Professional Sports Headquarters and Training Facility Project Addendum EIR

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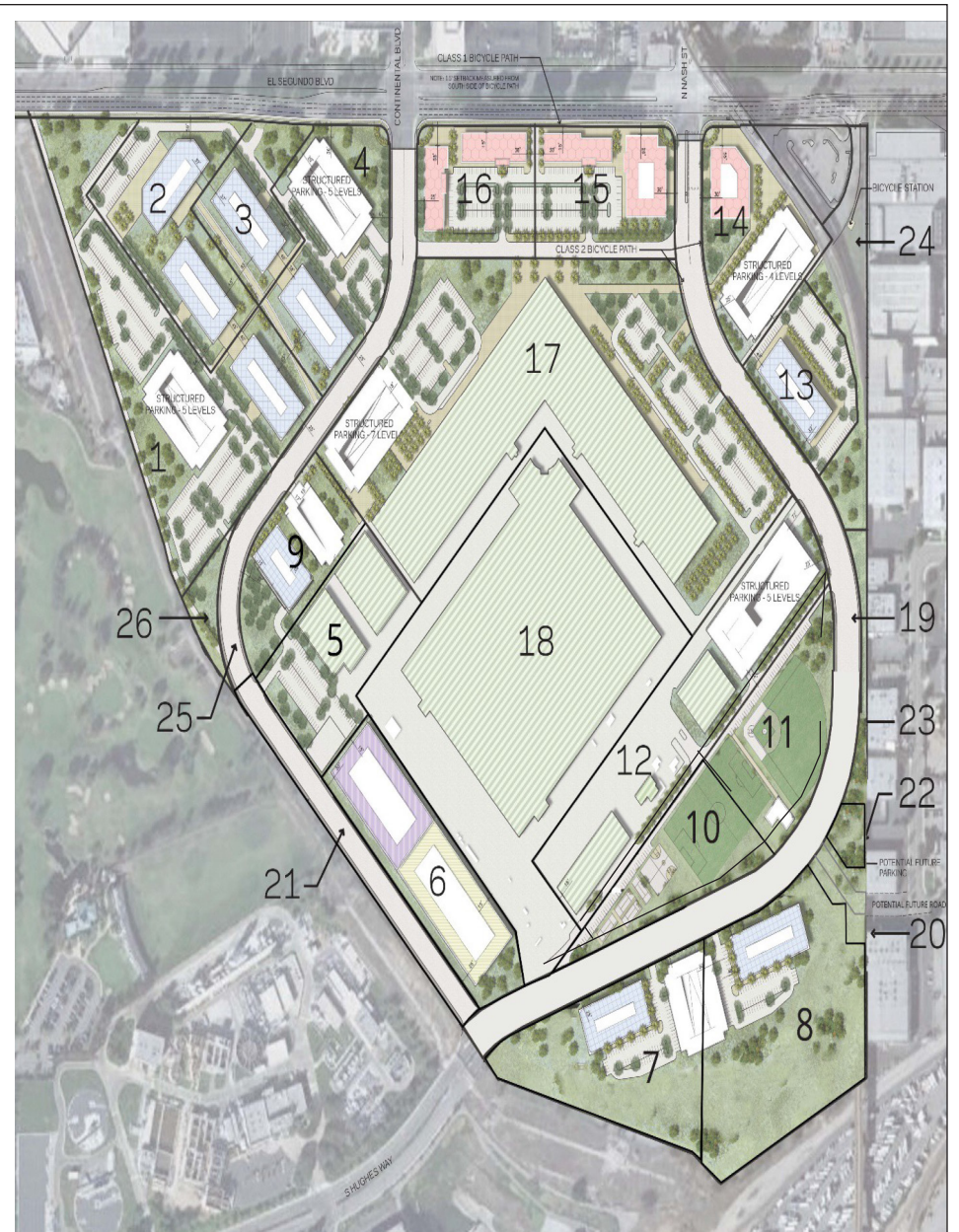


EXHIBIT 2-9: REVISED CONCEPTUAL SITE PLAN

Professional Sports Headquarters and Training Facility Project Addendum EIR

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LANDSCAPE AREA	
PLANTED AREAS	40,814 SQFT
HARDSCAPE AREAS	30,030 SQFT
SPORTS FIELD EDGE - ARTIFICIAL TURF	56,962 SQFT
SPORTS FIELD - NATURAL LAWN	197,652 SQFT
TOTAL LANDSCAPE AREAS	325,458 SQFT

PROPERTY PERIMETER	
REQUIREMENTS PER GENERAL AND SOUTH CAMPUS PLAN: (1) SHADE TREE MUST BE PROVIDED FOR EVERY (25') OF STREET FRONTAGE.	
STREET FRONTAGE: 1,046 LF = 42 TREES REQUIRED	
TREES PROVIDED: 47	

BUILDING PERIMETER	
REQUIREMENTS PER GENERAL AND SOUTH CAMPUS PLAN: A MINIMUM HORIZONTAL DEPTH OF (5') OF LANDSCAPE SHALL BE PROVIDED AROUND THE BUILDING.	
PROVIDED: LANDSCAPE MATERIALS ARE PROVIDED A MINIMUM OF (5') AROUND THE PERIMETER OF THE BUILDING (REFER TO THIS SHEET FOR LANDSCAPE AREA).	

VEHICULAR USE AREA (VUA)	
GENERAL PLAN REQUIREMENTS: THERE SHALL BE ONE (1) TREE FOR EVERY THREE THOUSAND (3,000) SQUARE FEET OF VUA, WITH LANDSCAPE AREAS TO COVER FIVE PERCENT (5%).	
(VUA) SQUARE FEET: 194,142	LANDSCAPE AREA PROVIDED: 26,077 PERCENTAGE: 13.4%
(VUA) SQUARE FEET: 194,142 / 3,000 = 64 TREES REQUIRED	
GENERAL PLAN: TREES PROVIDED: 32 32 TREES SUBSTITUTED BY OVERHEAD PHOTOVOLTAIC PANELS	
SOUTH CAMPUS PLAN REQUIREMENTS: LANDSCAPE AREAS TO COVER FIVE PERCENT (5%) OF THE VUA, WITH A MINIMUM OF (5') BUFFERS AT ALL PARKING LOT EDGES. EACH PARKING SPACE MUST BE LOCATED WITH (30') OF A TREE, AND ALL PLANTING AREAS CONTAINING TREES MUST HAVE A MINIMUM (5') WIDTH.	
SOUTH CAMPUS PLAN: 22 TREES SUBSTITUTED BY OVERHEAD PHOTOVOLTAIC PANELS	

- ① VEHICULAR USE AREA
- ② PLANTED SLOPE
- ③ PAVED PLAZA
- ④ PAVED PASEO AND MAINTENANCE ACCESS
- ⑤ POOL AREA
- ⑥ PLANTED BUFFER
- ⑦ SPORTS FIELDS



EXHIBIT 2-10: CONCEPTUAL LANDSCAPE PLAN

Professional Sports Headquarters and Training Facility Project Addendum EIR

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ESSCSP FEIR Environmental Impact Analysis Summary

Prepared by
Kimley»Horn



3 ESSCSP FEIR ENVIRONMENTAL IMPACT ANALYSIS SUMMARY

The ESSCSP FEIR's environmental impacts are summarized below:

ENVIRONMENTAL IMPACTS Issues	Significant and Unavoidable Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Would the ESSCSP project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the ESSCSP project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to 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"/>

ENVIRONMENTAL IMPACTS Issues	Significant and Unavoidable Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the ESSCSP project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>
4. BIOLOGICAL RESOURCES. Would the ESSCSP 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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL IMPACTS Issues	Significant and Unavoidable Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input checked="" 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"/>
5. CULTURAL RESOURCES. Would the ESSCSP project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §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 pursuant to CEQA Guidelines §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. GEOLOGY AND SOILS. Would the ESSCSP project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL IMPACTS Issues	Significant and Unavoidable Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
known fault? Refer to Division of Mines and Geology Special Publication 42.				
2) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2001), creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. GREENHOUSE GAS EMISSIONS. Would the ESSCSP project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. HAZARDS AND HAZARDOUS MATERIALS. Would the ESSCSP 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL IMPACTS Issues	Significant and Unavoidable Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter 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 materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input checked="" 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"/>
9. HYDROLOGY AND WATER QUALITY. Would the ESSCSP 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 decrease 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL IMPACTS Issues	Significant and Unavoidable Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow??	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. LAND USE AND PLANNING. Would the ESSCSP project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 costal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating and environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL IMPACTS Issues	Significant and Unavoidable Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
11. MINERAL RESOURCES. Would the ESSCSP 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"/>
12. NOISE. Would the ESSCSP project:				
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. POPULATION AND HOUSING. Would the ESSCSP 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL IMPACTS Issues	Significant and Unavoidable Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>
14. PUBLIC SERVICES. Would the ESSCSP project:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
15. RECREATION. Would the ESSCSP project:				
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"/>
16. TRANSPORTATION/TRAFFIC. Would the ESSCSP project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL IMPACTS Issues	Significant and Unavoidable Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17. UTILITIES AND SERVICE SYSTEMS. Would the ESSCSP project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL IMPACTS Issues	Significant and Unavoidable Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.0

Proposed Project Environmental Impact Analysis

Prepared by
Kimley»Horn



4 PROPOSED PROJECT ENVIRONMENTAL IMPACT ANALYSIS

The scope of the City's review of the Proposed Project is set forth in the State CEQA Guidelines. As stated in **Section 1.2: Statutory Authority and Requirements**, this review is limited to evaluating the Proposed Project's environmental effects when compared to the Approved Project, as evaluated in the FEIR. This Addendum also considers new information, if any, of substantial importance that was not known and could not have been known with the exercise of reasonable due diligence at the time the FEIR was certified.

As stated in **Section 1.4: Summary of Analysis and Findings**, pursuant to State CEQA Guidelines §15162, since the City has determined that Proposed Project implementation does not propose substantial changes to the Approved Project, no substantial changes in circumstances would occur which would require major revisions to the FEIR, and no new information of substantial importance has been revealed since the certification of FEIR that would result in either new significant effects or an increase in the severity of previously analyzed significant effects.

A Mitigation Monitoring and Reporting Program (MMRP) was developed to monitor the FEIR's recommended mitigation measures. The MMRP was adopted as a part of the FEIR to avoid or mitigate the ESSCSP's significant environmental impacts. The previously adopted mitigation measures applicable to the Proposed Project will be imposed as conditions of approval for the Proposed Project, as applicable. The mitigation measures applicable to the Approved Project are contained in **Appendix B: Inventory of Applicable Mitigation Measures**.

4.1 Aesthetics

4.1a Would the Project have a substantial adverse effect on a scenic vista?

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, p. 4.1-1)

The FEIR concluded the ESSCSP would not have a substantial adverse effect on a scenic vista because none are present within the ESSCSP area. Therefore, the FEIR concluded no impact in this regard.

Analysis of Proposed Project

No Impact: There are no scenic vistas present within the Proposed Project site. Therefore, the Proposed Project would have no impact on scenic vistas, and no mitigation is required. No new or more severe impact concerning scenic vistas would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.1b Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, p. 4.1-1)

The FEIR concluded there are no State scenic highways located adjacent to the ESSCSP area. Therefore, the ESSCSP would not substantially damage scenic resources within State scenic highway.

Analysis of Proposed Project

No Impact: There are no State scenic highways in the Proposed Project site's vicinity.⁵ Therefore, the Proposed Project would have no impact on scenic resources within a State scenic highway, and no mitigation is required. No new or more severe impact concerning scenic resources within a State Scenic Highway would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.1c If in a non-urbanized area, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, pp. 4.1-1 – 4-1.4)

Concerning visual character, the FEIR noted the ESSCSP area is dominated by the existing Raytheon SAS facility located primarily in the ESSCSP's central portion. Other uses that contribute to the ESSCSP area's visual character are the Metro C (Green) Line El Segundo Station and elevated railway, as well as the recreational areas located at the ESSCSP's northwest corner. The ESSCSP area is surrounded by urban/developed land, with no defining or cohesive architectural theme. While ESSCSP implementation would significantly alter the area's visual character, it would not substantially degrade the visual character or quality of the ESSCSP area or its surroundings. Furthermore, all future development within the ESSCSP would be subject to compliance with ESSCSP provisions concerning permitted uses, development standards, and FAR limitations, which would ensure they would not degrade the visual character or quality of the site and its surroundings. Moreover, the ESSCSP includes design guidelines that address criteria concerning buildings, landscaping, and signage, and are intended to promote the quality of design planned for the ESSCSP area. Therefore, adherence to the specified ESSCSP regulations and consideration to the specified guidelines, which the City would verify through the Site Plan Review process, would ensure that any future development would avoid conflicts with the character of the surrounding development. The ESSCSP would result in a less than significant impact concerning effects to visual character or quality.

Analysis of Proposed Project

Less Than Significant Impact: The Proposed Project site, which is in an urbanized area, is developed with various Raytheon uses/facilities, including three buildings used for storage and ancillary uses, various shade and other structures, various storage containers, an asphalt-paved surface parking lot, a

⁵ State of California, Department of Transportation Website, California Scenic Highway Mapping System, Officially Designated State and County Scenic Highways, <http://www.dot.ca.gov/hq/LandArch/scenic/schwy.htm>, Accessed September 21, 2021.

wastewater treatment facility, and ornamental landscaping. On the Proposed Project site's northern portion, existing uses would be replaced by a one-story butler building. On the Proposed Project site's southern portion, existing uses would be replaced by a three-story corporate headquarters building, two single-story groundskeeping and maintenance buildings, a sports practice facility (i.e., three full-size natural grass fields with an artificial turf perimeter), and a surface parking lot. The proposed uses would be visually compatible with the other land uses within the ESSCSP and in its vicinity. Through the Site Plan Review process, the City would verify the Proposed Project's consistency with the in ESSCSP's zoning and other regulations that govern visual and scenic quality, which are found in ESSCSP Section V: Design Guidelines, and ESSCSP Section VI: Development Standards. Therefore, following compliance with ESSCSP and City standards, the Proposed Project would result in a less than significant impact concerning regulations governing scenic quality and no mitigation is required. No new or more severe impact concerning scenic quality would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.1d Would the Project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, pp. 4.1-4 – 4.1-5)

The FEIR noted that no light-sensitive land uses are located within or adjacent to the ESSCSP area. Additionally, future ESSCSP development would have similar light sources as existing development within and surrounding the area. Future ESSCSP land uses would develop as in-fill property that is surrounded by other commercial and industrial developments. Furthermore, the ESSCSP includes standards that are intended to ensure that exterior lighting is designed and located to avoid intrusive effects on adjacent properties. Future development within the ESSCSP would be reviewed by the City through the Site Plan Review process to verify compliance with ESSCSP exterior lighting standards. Therefore, a less than significant impact would occur concerning light and glare.

Analysis of Proposed Project

Less Than Significant Impact: There are no light-sensitive land uses located on or near the Proposed Project site. The Proposed Project involves development of a corporate headquarters office building that would create new sources of light, including light emanating from building interiors passing through windows, and light from exterior sources (i.e., building illumination, security lighting, parking lot lighting, and landscape lighting). However, these light sources would be similar to those that exist within and surrounding the ESSCSP area. The southern and western parking lots would include lighting fixtures throughout the parking lot and along the parking lot perimeters. Additionally, mounted pole lighting would be provided around the natural grass fields, which could be utilized during nighttime hours. The fixtures would provide an average of 150 footcandles at the playing surface, with a maximum of 8 footcandles of spill light at the Proposed Project site boundary. While there is potential for nighttime use of the natural fields, the Proposed Project would comply with ESSCSP Chapter V, Design Guidelines, which states that all lighting would prevent direct glare onto adjacent properties.

Although the Proposed Project would create new light sources, no light-sensitive land uses would be adversely affected by the Proposed Project, since none are located on or near the Proposed Project site. Additionally, the Project would be required to comply with ESSCSP standards found in Sections V and VI that are intended to ensure that the exterior lighting is designed and located to avoid intrusive effects on adjacent properties. Namely, the lighting design standards require that the type and location of parking area and building lighting prevent direct glare on to adjacent properties. To avoid adverse lighting effects, the City would verify the Proposed Project's compliance with the relevant ESSCSP standards through the Site Plan Review process. Therefore, following compliance with ESSCSP and City standards, the Proposed Project would result in a less than significant impact concerning light and glare and no mitigation is required. No new or more severe impact concerning light and glare would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.2 Agricultural and Forestry Resources

4.2a Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, p. 4.2-1)

The FEIR identified that the ESSCSP is not designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, the FEIR concluded no impact in this regard.

Analysis of Proposed Project

No Impact: There is no Prime Farmland, Unique Farmland, or Farmland of Statewide Important within ESSCSP boundaries. Therefore, the Proposed Project would have no impact on agricultural resources and no mitigation is required. No new or more severe impact concerning agricultural resources would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.2b Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, p. 4.2-2)

No agricultural zoning exists and no agricultural uses are permitted within the ESSCSP. Additionally, the ESSCSP is not part of a Williamson Act contract. Therefore, the FEIR concluded no impact in this regard.

Analysis of Proposed Project

No Impact: There is no existing zoning for agricultural uses within or near the Proposed Project site. Further, the Proposed Project area is not part of Williamson Act contract. Therefore, the Proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act contract and no mitigation

is required. No new or more severe impact concerning agricultural resources would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.2c *Would the Project 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))?*

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, p. 4.2-2)

The FEIR concluded there are no existing forestland, timberland, or timberland zoned areas within the ESSCSP. Therefore, the FEIR concluded no impact in this regard.

Analysis of Proposed Project

No Impact: There are no existing forestland, timberland, or timberland zoned areas within or near the Proposed Project site. Therefore, the Proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land and no mitigation is required. No new or more severe impact concerning forestry resources would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.2d *Would the Project result in the loss of forest land or conversion of forest land to non-forest use?*

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, p. 4.2-2)

The FEIR concluded there is no existing forestland within or near the ESSCSP. Therefore, the FEIR concluded no conversion of forest land to non-forest use would occur.

Analysis of Proposed Project

No Impact: There is no existing forestland within or near the Proposed Project site. Therefore, the Proposed Project would not result in loss of forest land or its conversion to non-forest use and no mitigation is required. No new or more severe impact concerning forestry resources would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.2e *Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, p. 4.2-2)

The FEIR concluded no Farmland or forest land exist within or near the ESSCSP area. Therefore, the FEIR concluded no impact in this regard.

Analysis of Proposed Project

No Impact: No Farmland or forest lands exist within or near the Proposed Project site. Therefore, the Proposed Project would not involve changes in the existing environment which, could result in conversion of Farmland or forest land and no mitigation is required. No new or more severe impact concerning agricultural or forestry resources would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.3 Air Quality

4.3a Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Summary of Previous Environmental Analysis (FEIR pp. 5.3-22 – 5.3-25)

The FEIR analyzed the ESSCSP's potential to conflict with or obstruct implementation of the South Coast Air Quality Management District's (SCAQMD) 2012 Air Quality Management Plan (AQMP). ESSCSP construction emissions would be reduced to less than significant levels with implementation of Mitigation Measures (MM) AQ-1 through AQ-4. ESSCSP operational emissions, however, would exceed the SCAQMD operational thresholds. Therefore, the ESSCSP could cause or affect a violation of the ambient air quality standards. While the ESSCSP would be consistent with the AQMP's goals and policies related to land use and growth, it would result in significant and unavoidable operational emissions due to exceedance of reactive organic gases (ROG), nitrous oxide (NO_x), and carbon monoxide (CO) thresholds. Thus, the ESSCSP would conflict with the 2012 AQMP resulting in a significant and unavoidable impact.

Analysis of Proposed Project

Less Than Significant Impact: As detailed in **Table 2-3: Comparison of Existing and Proposed Development Scenarios**, the Proposed Project would develop approximately 58 percent less floor area (approximately 213,087 gross less SF) than the Approved Project. Additionally, as addressed in Threshold 4.16b Analysis of Proposed Project below, the Proposed Project would result in approximately 55 percent fewer daily vehicle trips than the Approved Project. As indicated in **Table 4-1: Proposed Project Operational Emissions** below, the Proposed Project's operational emissions would not exceed the SCAQMD operational thresholds. Proposed Project impacts would be less than significant. No new or more severe impact concerning conflicts with or obstructing implementation of the applicable air quality plan would occur as a result of the Proposed Project.

FEIR Mitigation Measures

AQ-1 Before the City issues a Grading Permit, the Director of Public Works and Director of Planning and Building Safety must approve Grading Plan, Building Plans, and specifications that comply with SCAQMD Rule 403, excessive fugitive dust emissions must

be controlled by regular watering or other dust prevention measures, and Rule 402, which requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site as specified in the SCAQMD's Rules and Regulations. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

- All active portions of the construction site must be watered every three hours during daily construction activities and when dust is observed migrating from the Project site to prevent excessive amounts of dust.
- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to particulate matter generation.
- Pave or apply water every three hours during daily construction activities or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas. More frequent watering must occur if dust is observed migrating from the site during site disturbance.
- Any on-site stockpiles of debris, dirt, or other dusty material must be enclosed, covered, watered twice daily, or non-toxic soil binders shall be applied.
- All grading and excavation operations must be suspended when wind speeds exceed 25 miles per hour.
- Disturbed areas must be replaced with ground cover or paved immediately after construction is completed in the affected area.
- Track-out devices such as gravel bed track-out aprons (3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes) are required to reduce mud/dirt trackout from unpaved truck exit routes. Alternatively a wheel washer must be used at truck exit routes.
- On-site vehicle speed must be limited to 15 miles per hour.
- All material transported off-site must be either sufficiently watered or securely covered to prevent excessive amounts of dust before departing the job site.
- Reroute construction trucks away from congested streets or sensitive receptor areas.

AQ-2 During construction, all trucks hauling excavated or graded material on-site must comply with Vehicle Code § 23114 (Spilling Loads on Highways) regulating the manner for preventing material spilling onto public streets and roads. Before the City issues Grading Permits, the Project Applicant must demonstrate to the Director of Public Works how operations comply with Vehicle Code § 23114 during hauling activities, as applicable.

AQ-3 The following measures must be implemented by the contractor to reduce ROG emissions resulting from application of architectural coatings:

- Use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50 percent;

- Use pre-painted construction materials; and
- VOC content of architectural coatings cannot exceed 35 grams per liter.

AQ-4

Before the City issues a Grading Permit, the construction contractor must provide evidence to the Public Works Director that the following measures are implemented during construction. See also MM GHG-1.

- Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
- Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.
- Improve traffic flow by signal synchronization, and ensure that all vehicles and equipment will be properly tuned and maintained according to manufacturers' specifications.
- Require the use of electricity from power poles rather than temporary diesel or gasoline power generators.
- Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the Director determines that 2010 model year or newer diesel trucks cannot be obtained then trucks that meet EPA 2007 model year NO_x emissions requirements may be used.
- During Project construction, all internal combustion engines/construction, equipment operating on the project site must meet EPA-Certified Tier 3 emissions standards, or higher according to the following:
 - Project start, to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 horsepower must meet Tier 3 off-road emissions standards. In addition, all construction equipment must be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor must achieve emissions reductions that are not less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
 - Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 horsepower must meet the Tier 4 emission standards, where available. In addition, all construction equipment must be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor must achieve emissions reductions that are not less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
 - A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit must be provided at the time of mobilization of each applicable unit of equipment.

See also MM GHG-1 under **Section 4.7: Greenhouse Gas Emissions (Climate Change)**, below.

- 4.3b *Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?*

Summary of Previous Environmental Analysis (FEIR pp. 5.3-11 – 5.3-19)

Construction Emissions

As stated in the FEIR, ESSCSP construction would result in short-term grading and building construction and exhaust emissions from construction equipment and construction crew motor vehicles. Maximum particulate matter emissions would occur during the initial stages of construction (e.g., grading activities). The unmitigated particulate matter levels would be below the SCAQMD thresholds without implementation of specific dust reduction measures. Notwithstanding, the ESSCSP would implement MM AQ-1 and AQ-2 to ensure that impacts are minimized. Regarding gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are ozone (O₃) precursors. The ESSCSP would implement MM AQ-3 to ensure that ROG emissions would be less than significant. Regarding exhaust emissions from construction equipment and trucks, the ESSCSP would require implementation of MM AQ-4 to ensure that construction utilizes diesel construction equipment that complies with at least Tier 3-level emission standards during all construction phases, which would reduce construction equipment and worker vehicle exhaust emissions to below SCAQMD thresholds and result in less than significant impacts. With implementation of MM AQ-1 through AQ-4, construction-related impacts would be less than significant.

Operational Emissions

As stated in the FEIR, ESSCSP operational emissions would result from stationary and mobile sources during normal daily activities. Stationary area source emissions would be generated by consumption of natural gas for space and water heating devices, operation of landscape maintenance equipment, and use of consumer products. Stationary energy emissions would be generated by energy consumption associated with the ESSCSP. Mobile source emissions would be generated by the motor vehicles traveling to and from the ESSCSP area. While the ESSCSP is located within 0.25 mile of the Metro C (Green) Line light rail station and new development would be required to comply with ESMC Chapter 15-16 to provide facilities that encourage multimodal transportation as alternatives to single occupant motor vehicle trips, operational emissions would exceed SCAQMD thresholds. Despite implementation of MM GHG-1, reductions from the site's proximity to transit, and compliance with the ESMC, ESSCSP operational emissions would exceed SCAQMD thresholds for ROG, NO_x, and CO, thus, would remain significant and unavoidable. Operational impacts related to SO_x and particulate matter emissions would be below the SCAQMD thresholds and would be less than significant.

Cumulative Emissions

As concluded in the FEIR, the ESSCSP would result in less than significant construction impacts with implementation of MM AQ-1 through AQ-4. Thus, when combined with other projects in the area, cumulative construction-related impacts would be less than significant with implementation of mitigation measures. Regarding operations, given the South Coast Air Basin's nonattainment status for O₃, PM_{4.5}, and PM₁₀, additional emissions from the related projects would result in ROG, NO_x, PM_{4.5}, and PM₁₀ emissions that would exceed SCAQMD thresholds. The ESSCSP would result in significant and unavoidable operational emissions for regional ROG, NO_x, and CO, despite implementation of MM GHG-1. Thus, when

combined with other related projects, cumulative operational impacts would be significant and unavoidable, and no other feasible mitigation measures would be available.

Analysis of Proposed Project

Less Than Significant With Mitigation Incorporated:

Construction

As previously stated, the Proposed Project involves development of 153,915 gross SF, or approximately 213,087 less gross SF (58 percent less floor area) than the Approved Project. Given the Proposed Project would require less construction than the Approved Project, construction-related emissions for the Proposed Project would also be proportionately less than the Approved Project. With implementation of MM AQ-1 through AQ-4, the Proposed Project's construction-related impacts would be reduced to less than significant.

Operations

The Proposed Project's proposed land uses would be similar to those permitted under the ESSCSP, but with approximately 58 percent less gross floor area as compared to the Approved Project, resulting in approximately 55 percent fewer daily vehicle trips. As stated in **Table 4-1: Proposed Project Operational Emissions**, the total Proposed Project-related operational unmitigated emissions would not exceed the SCAQMD thresholds. The Proposed Project's operational-related impacts would be less than significant.

Table 4-1: Proposed Project Operational Emissions

Emissions Source ¹	Pollutant (pounds/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{4.5}
Proposed Unmitigated Net Emissions						
Area ²	3.99	0	0.02	0	0	0
Energy ²	0.04	0.40	0.34	< 1	0.03	0.03
Mobile ³	4.93	11.95	50.90	0.17	11.86	3.32
Total Proposed Unmitigated Emissions⁴	8.96	14.35	51.26	0.17	11.89	3.35
<i>SCAQMD Threshold</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
SCAQMD Threshold Exceeded?	No	No	No	No	No	No
Notes:						
1. Based on FEIR Table 5.3-6: Long-Term Operational Air Emissions.						
2. The Proposed Project operational area and energy source emissions were calculated proportionately based on the Proposed Project's floor area (140,719 gross SF) comprising approximately 7.1 percent of the ESSCSP total entitled additional development (2,161,600 gross SF), as evaluated in the FEIR.						
3. The Proposed Project operational mobile source emissions were calculated proportionately based on the Proposed Project's forecast new trips (1,808 daily trips) comprising approximately 6.8 percent of the ESSCSP total daily trips (26,585 daily trips), as evaluated in the FEIR.						
4. Totals may not add up due to rounding.						

Cumulative

The Proposed Project would be constructed in the South Coast Air Basin, which is nonattainment for O₃, PM_{2.5}, and PM₁₀, and additional emissions from the related projects would continue to result in ROG, NO_x, PM_{2.5}, and PM₁₀ emissions in excess of SCAQMD thresholds. Therefore, with implementation of MM GHG-1, cumulative operational-related impacts would remain significant and unavoidable, as concluded in the FEIR. It is noted that although the Proposed Project would result in a significant and unavoidable impact concerning cumulative operational emissions, this significant and unavoidable impact was previously identified in the FEIR. No new or more severe impact concerning a cumulatively considerable net increase of any criteria pollutant would occur, as a result of the Proposed Project. As described above, the Proposed Project would result in proportionately less operational emissions as compared to the Approved Project's operational emissions. Therefore, an additional finding concerning this significant impact is not required, since such a finding was already made in adopting the original FEIR, and this Addendum is the proper CEQA document per State CEQA Guidelines §§15162 and 15164 because no new significant environmental impacts have been identified.

FEIR Mitigation Measures

See MM AQ-1 through AQ-4, above, and MM GHG-1, below.

4.3c *Would the Project expose sensitive receptors to substantial pollutant concentrations?*

Summary of Previous Environmental Analysis (FEIR pp. 5.3-20 – 5.3-22)

The sensitive receptors nearest the ESSCSP area are the institutional uses located approximately 82 feet to the east. With implementation of MM AQ-1 through AQ-4, ESSCSP mitigated on-site construction emissions would not exceed the Localized Significance Thresholds (LSTs) and localized significance impacts for ESSCSP construction would be less than significant.

During ESSCSP operations, area source emissions would be negligible and would not exceed the LSTs, thus operational impacts would be less than significant. As stated in the FEIR, there would be no CO hotspots at any of the intersections studied in the FEIR. Therefore, impacts regarding CO hotspots would be less than significant.

Analysis of Proposed Project

Less Than Significant Impact: As previously stated, the Proposed Project would develop approximately 58 percent less gross floor area than the Approved Project. Given the Proposed Project would require less construction on the Proposed Project site than the Approved Project, construction-related emissions for the Proposed Project would also be proportionately less than that of the Approved Project. With implementation of MM AQ-1 through AQ-4, the Proposed Project's construction-related impacts would be reduced to less than significant.

Concerning operations, the Proposed Project would develop a corporate headquarters building, natural grass fields, and a warehouse. As the uses determined in the ESSCSP would result in negligible operational area source emissions and would not exceed the LSTs, and the Proposed Project involves 58 percent less gross floor area than the Approved Project, the Proposed Project's operational area source emissions would also be less than significant. No new or more severe impact concerning exposing sensitive receptors to substantial pollutant concentrations would occur as a result of the Proposed Project.

FEIR Mitigation Measures

See MM AQ-1 through AQ-4, above.

4.3d Would the Project create objectionable odors affecting a substantial number of people?

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, p. 4.3-2)

The FEIR concluded that construction-related odors would be intermittent, short-term in nature, and would cease upon project completion. Concerning long-term operations, the FEIR determined that the ESSCSP's proposed development would not include land uses identified by the SCAQMD as being associated with odors. Therefore, the FEIR found that impacts related to odors would be less than significant.

Analysis of Proposed Project

Less Than Significant Impact: The Proposed Project's construction-related odors would be intermittent, short-term in nature, and would cease upon Proposed Project completion. The Proposed Project involves development of a corporate headquarter building, natural grass fields, and a warehouse land uses, which are not identified by the SCAQMD as being associated with odors. Therefore, the Proposed Project would result in a less than significant impact concerning odors. No new or more severe impact concerning odors would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.4 Biological Resources

4.4a Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, pp. 4.4-1 – 4.4-2)

The FEIR noted that the ESSCSP consists of, and is surrounded by urban/developed land that has been permanently altered due to construction of aboveground improvements. Future development occurring within the ESSCSP area would not impact, either directly or through habitat modification, 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 Game or U.S. Fish and Wildlife Service. Therefore, the FEIR concluded no impact in this regard.

Analysis of Proposed Project

No Impact: There are no species identified as a candidate, sensitive, or special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service, present on the Proposed Project site. Therefore, the Proposed Project would have no impact on

these species and no mitigation is required. No new or more severe impact concerning these species would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.4b Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, p. 4.4-2)

The FEIR noted that the ESSCSP consists of and is surrounded by urban/developed land that has been permanently altered due to the construction of aboveground improvements. Future development occurring within the ESSCSP area would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Therefore, the FEIR concluded no impact in this regard.

Analysis of Proposed Project

No Impact: There are no riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service present on the Proposed Project site. Therefore, the Proposed Project would have no impact on these resources and no mitigation is required. No new or more severe impact concerning riparian habitat or other sensitive natural community would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.4c Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, p. 4.4-2)

The FEIR noted that the ESSCSP consists of and is surrounded by urban/developed land that has been permanently altered due to the construction of aboveground improvements. Since there are no State or federally protected wetlands on-site, future development occurring within the ESSCSP area would not have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. Therefore, the FEIR concluded no impact in this regard.

Analysis of Proposed Project

No Impact: There are no state or federally protected wetlands present on the Proposed Project site. Therefore, the Proposed Project would have no impact on wetlands and no mitigation is required. No new or more severe impact concerning wetlands would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

- 4.4d *Would the Project 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?*

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, p. 4.4-2)

The FEIR noted that the ESSCSP consists of and is surrounded by urban/developed land that has been permanently altered due to the construction of aboveground improvements. Future development occurring within the ESSCSP area would not 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. Therefore, the FEIR concluded no impact in this regard.

Analysis of Proposed Project

No Impact: There are no native resident or migratory fish or wildlife species or established native resident or migratory wildlife corridors or native wildlife nursery sites present on the Proposed Project site. Therefore, the Proposed Project would have no impacts on those resources and no mitigation is required. No new or more severe impact concerning those species, corridors, or nursery sites would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

- 4.4e *Would the Project conflict with any local policies or ordinances related to protecting biological resources, such as a tree preservation policy or ordinance.*

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, p. 4.4-2)

The FEIR identified that there are no local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance that are relevant to the ESSCSP. Therefore, the FEIR concluded no impact in this regard.

Analysis of Proposed Project

No Impact: There are no local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance that are relevant to the Proposed Project site. Therefore, the Proposed Project would not conflict with local policies or ordinances protecting biological resources and no mitigation is required. No new or more severe impact concerning those policies or ordinances would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

- 4.4f *Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, p. 4.4-2)

The FEIR identified that the ESSCSP is not within the jurisdiction of an adopted Habitat Conservation Plan, Natural Community Conservation plan, or other approved local, regional, or State habitat conservation plan. Therefore, the FEIR concluded no impact in this regard.

Analysis of Proposed Project

No Impact: The Proposed Project site is not within the jurisdiction of an adopted Habitat Conservation Plan, Natural Community Conservation plan, or other approved local, regional, or State habitat conservation plan; therefore, the Proposed Project would result in no impact and no mitigation is required. No new or more severe impact concerning those policies or ordinances would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.5 Cultural Resources

- 4.5a *Would the Project cause a substantial adverse change in the significance of a historical resource pursuant Section 15064.5?*

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, p. 4.5-1)

The ESSCSP is currently developed with the Raytheon Company's SAS facility. The FEIR determined that none of the 11 existing buildings within the ESSCSP area would qualify as a historical resource as defined in State CEQA Guidelines §15064.5. ESMC Chapter 15-14, *Historic Preservation*, provides for the identification, protection, enhancement, perpetuation, and use of historic buildings and structures within the City that reflect special elements of the City's historical heritage. The El Segundo Department of Community, Economic, and Development Services maintains a designated cultural resources list, and none of the existing buildings or structures are listed as a designated cultural resource. The FEIR identified that the ESSCSP would not cause a change in the significance of a historical resource. Therefore, the FEIR concluded no impact in this regard.

Analysis of Proposed Project

No Impact: There are no historical resources present within the ESSCSP, and therefore, the Proposed Project site. No historical resource would be demolished or materially altered. Therefore, the Proposed Project would not cause an adverse change in the significance of a historical resource. No impact would occur in this regard and no mitigation is required. No new or more severe impact concerning historical resources would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.5b Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, p. 4.5-1)

The FEIR determined that there are no known designated cultural (i.e., archaeological) resources present within the ESSCSP area. The ESSCSP area has already been subject to extensive disruption and may contain artificial fill materials. Given the highly disturbed condition of the ESSCSP area, the potential for ground-disturbing activities to impact an as yet unidentified archaeological resource is considered remote. Therefore, the FEIR concluded a less than significant impact concerning archaeological resources.

Analysis of Proposed Project

Less Than Significant Impact: The Proposed Project site has already been subject to extensive disruption and may contain artificial fill materials. There are no known designated cultural (i.e., archaeological) resources present on the Proposed Project site. Additionally, the Proposed Project site consists of, and is surrounded by, urban/developed land that has been permanently altered due to the construction of below and aboveground improvements (i.e., buildings, parking lots, roads, hardscapes, and utilities). Given the Proposed Project site's highly disturbed condition, the potential for ground-disturbing activities to impact an as yet unidentified archaeological resource is considered remote. Therefore, the Proposed Project would not cause an adverse change in the significance of an archaeological resource. No impact would occur in this regard and no mitigation is required. No new or more severe impact concerning archaeological resources would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.5c Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

While the FEIR addressed the ESSCSP's potential impacts on paleontological resources under Cultural Resources, due to the State CEQA Guidelines Appendix G update which organized these issues under Geology and Soils, the discussion on paleontological resources and unique geologic features is now addressed under Threshold 4.6f below.

4.5d Would the Project disturb any human remains, including those interred outside of formal cemeteries?

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, p. 4.5-2)

The FEIR determined that the ESSCSP area is already highly disturbed, and the potential to disturb any human remains is remote. Additionally, no conditions exist that suggest human remains are likely to be found during ESSCSP construction activities. Nevertheless, if human remains were found, the remains

would require proper treatment in accordance with applicable laws, including Public Resources Code §§5097, *et seq.*, and Health and Safety Code §§7050.5-7055. The requirements and procedures set forth in Public Resources Code § 5097.98 would be implemented if human remains are discovered, including notification of the County Coroner, notification of the Native American Heritage Commission and consultation with the individual identified by the Native American Heritage Commission to be the “most likely descendant.” If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlay adjacent remains until the County coroner investigates and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains. Therefore, with compliance with applicable law regarding human remains, the FEIR concluded a less than significant impact concerning human remains.

Analysis of Proposed Project

Less Than Significant Impact: Given the Proposed Project site’s highly disturbed condition, the potential for the Proposed Project to disturb any human remains is remote. If human remains were found, these would require proper treatment in accordance with applicable laws pertaining to proper treatment, discovery, and notification, as detailed in the FEIR. Therefore, the Proposed Project’s potential impacts concerning disturbance of human remains, would be less than significant, following compliance with the established regulatory framework. No new or more severe impact concerning human remains would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.6 Geology and Soils

4.6a Would the Project directly or indirectly cause potential substantial adverse effects, including the risk loss, injury, or death involving:

- (i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, pp. 4.6-1 – 4.6-2)

The FEIR concluded that the ESSCSP would not be affected by an Alquist Priolo (AP) Earthquake Fault Zone, as none is present within the ESSCSP area. Therefore, the ESSCSP would not expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault. The FEIR concluded no impact in this regard.

Analysis of Proposed Project

No Impact: The Proposed Project site is not affected by an AP Earthquake Fault Zone since there is none within the Proposed Project area. Therefore, the Proposed Project would not cause potential substantial adverse effects involving rupture of a known earthquake fault. No impact would occur in this regard and

no mitigation is required. No new or more severe impact concerning rupture of a known earthquake fault would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.6a Would the Project directly or indirectly cause potential substantial adverse effects, including the risk loss, injury, or death involving:

(ii) Strong seismic ground shaking?

Summary of Previous Environmental Analysis (FEIR pp. 5.6-17 – 5.6-18)

The FEIR concluded the ESSCSP is within a seismically active Southern California region that could experience strong seismic ground shaking. The ESSCSP would be subject to compliance with the City's regulatory controls (i.e., California Building Code and ESMC Chapter 13-1), as well as ESSCSP-specific mitigation measures, which would reduce potential seismic and geologic impacts, including the. All structures developed within the ESSCSP area would be designed to withstand "design-level" earthquakes as set forth in the latest edition of the California Building Code. With compliance with the applicable regulations, potential adverse impacts to new structures due to strong, seismically-induced, vibratory ground motion would be sufficiently mitigated through proper seismic design. The FEIR concluded that, with compliance with the California Building Code, ESMC, and MM GEO-1, impacts regarding the exposure of people or structures to potential substantial adverse effects involving strong seismic ground shaking would be reduced to a less than significant level.

Analysis of Proposed Project

Less Than Significant With Mitigation Incorporated: The Proposed Project site is within the ESSCSP area and, thus, would be exposed to potential hazards associated with strong seismic ground shaking, as described above. The Proposed Project would be subject to the City's regulatory framework (i.e., California Building Code and ESMC Chapter 13-1), as well as MM GEO-1, which requires a lot-specific Geotechnical/Soils Investigation, to reduce the potentially significant impacts involving strong seismic ground shaking to a less than significant level. Therefore, no new or more severe impact concerning strong seismic ground shaking would occur as a result of the Proposed Project.

FEIR Mitigation Measures

- GEO-1** Before the City issues a Grading Permit or Building Permit, a lot-specific Geotechnical/Soils Investigation must be conducted, to a satisfaction of the Director of Planning and Building Safety. The Geotechnical/Soils Investigation must:
- Be prepared in accordance with the latest edition of the California Building Code by a civil engineer registered in this State;
 - Comply with the recommendations specified in the Geology, Soils, Seismicity Report in Support of Raytheon El Segundo South Campus Specific Plan (D. Scott Magorien, C.E.G., March 6, 2013); and
 - Recommend the appropriate corrective action, which is likely to prevent structural damage to each structure proposed to be constructed in the area where geotechnical/soils problems exist.

4.6a *Would the Project directly or indirectly cause potential substantial adverse effects, including the risk loss, injury, or death involving:*

(iii) Seismic-related ground failure, including liquefaction?

Summary of Previous Environmental Analysis (FEIR p. 5.6-18)

The FEIR concluded that the geologic materials that underlie the ESSCSP area include a late Pleistocene age dune sand and undocumented artificial fill soils more than 18 feet deep, which would have sufficient soil engineering strengths to provide foundation support for proposed structures. However, the undocumented artificial fill soils that are present in the southeast corner of the ESSCSP area are considered compressible and subject to consolidation due to the lack of adequate documentation when they were placed. The susceptibility of the loose and undocumented fill soils would result in potentially significant impacts concerning liquefaction. The FEIR recommended that the undocumented fill soils and loose soil deposits be removed and replaced as properly engineered fill, in order to mitigate seismically-induced ground failure. The City regulates developments under the requirements of the California Building Code, ESMC, and ESSCSP-specific mitigation measures to reduce potential geologic and soils impacts. Implementation of MM GEO-1 would reduce impacts related to seismically-induced ground failure (i.e., liquefaction) to less than significant levels.

Analysis of Proposed Project

Less Than Significant With Mitigation Incorporated: The Proposed Project site is in the southeast portion of the ESSCSP area (i.e., Lots 7, 8, and 18 (in part)), where the FEIR reported undocumented artificial fill soils were more than 18 feet thick and that would be compressible and subject to consolidation, resulting in potentially significant impacts concerning liquefaction. The Proposed Project would be subject to compliance with the California Building Code and ESMC, as well as MM GEO-1, to reduce potentially significant impacts involving seismic-related ground failure (i.e., liquefaction) to a less than significant level. Therefore, no new or more severe impact concerning liquefaction would occur as a result of the Proposed Project.

FEIR Mitigation Measures

See MM GEO-1, above.

4.6a *Would the Project directly or indirectly cause potential substantial adverse effects, including the risk loss, injury, or death involving:*

(iv) Landslides?

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, p. 4.6-2)

The FEIR noted that the ESSCSP and its surroundings are generally level, with elevations ranging from approximately 100 feet above mean sea level (amsl) on the eastern portion of the ESSCSP to approximately 120 feet amsl at the northwest corner. Given the ESSCSP area's topography, there is no potential for seismically-induced landslides. Therefore, the FEIR concluded no impact in this regard.

Analysis of Proposed Project

No Impact: The Proposed Project site and its surroundings are relatively level. Given the Proposed Project site's topography, there is no potential for seismically-induced landslides. Therefore, the Proposed Project would not cause adverse effects involving landslides and no mitigation is required. No new or more severe impact concerning landslides would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.6b Would the Project result in substantial erosion or loss of topsoil?

Summary of Previous Environmental Analysis (FEIR p. 5.6-19)

The FEIR concluded that the ESSCSP area is essentially flat and does not possess site conditions necessarily conducive to soil erosion. During construction, the ESSCSP would be subject to compliance with the National Pollutant Discharge Elimination System (NPDES) permitting process and ESMC Chapter 5-4-9, which specifies that each person applying to the City for a Grading or Building Permit for projects for which compliance with regulations governing State construction activity stormwater permits must submit satisfactory proof to the City for compliance. Following compliance with all applicable regulations, impacts regarding erosion or loss of topsoil would be less than significant.

Analysis of Proposed Project

Less Than Significant Impact: The Proposed Project site is level and does not possess site conditions necessarily conducive to soil erosion. Although the Proposed Project would result in ground-disrupting activities that would result in short-term soil erosion, the Proposed Project would be subject to compliance with the NPDES permitting process and ESMC Chapter 5-4-9. Following compliance with applicable regulations, impacts regarding erosion and loss of topsoil would be less than significant. No new or more severe impact concerning erosion or loss of topsoil would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.6c Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Summary of Previous Environmental Analysis (FEIR pp. 5.6-19 – 5.6-20)

The FEIR concluded that construction activities, including excavations associated with remedial grading/ground stabilization and underground utilities, may encounter poorly unconsolidated/noncohesive artificial fill, which would be subject to sloughing and caving. The grading plans for the ESSCSP noted that the fill and cut slopes in the southeastern portion of the ESSCSP area may be prone to instability, and impacts concerning unstable soils would be potentially significant. The ESSCSP would be subject to compliance with the California Building Code, ESMC Chapter 14-1-9, and ESSCSP-specific recommendations (see MM GEO-1) related to removal of undocumented fill soils and replacement as

properly engineered fill to reduce impacts related to unstable soils, which would reduce impacts to a less than significant level.

Analysis of Proposed Project

Less Than Significant With Mitigation Incorporated: The Proposed Project site would be located in the southeast portion of the ESSCSP area (i.e., Lots 7, 8, and 18 (in part)), where the FEIR reported undocumented artificial fill soils that would be subject to sloughing and caving. The Proposed Project would be subject to compliance with the California Building Code, ESMC, and MM GEO-1, which would reduce the potentially significant impacts involving unstable soils to a less than significant level. Therefore, no new or more severe impact concerning unstable soils would occur as a result of the Proposed Project.

FEIR Mitigation Measures

See MM GEO-1, above.

4.6d Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?

Summary of Previous Environmental Analysis (FEIR p. 5.6-20)

The FEIR concluded that the native and undocumented clay soils present in the ESSCSP exhibit a high expansion potential. Therefore, the potential for expansive soils to impact new development is high and potentially significant. The ESSCSP's Geology and Soils Report (FEIR Appendix 10-06) recommended that all moderately to high expansive clay soils that are encountered should not be reused as engineered fill, but rather be disposed of off-site. The ESSCSP would be subject to compliance with the California Building Code, ESMC Chapter 14-1-9, and ESSCSP-specific recommendations (see MM GEO-1) related to removal of all moderately to highly expansive clay soils and avoidance of clayey soils in compacted fill to reduce impacts related to expansive soils to a less than significant level.

Analysis of Proposed Project

Less Than Significant With Mitigation Incorporated: The Proposed Project site could contain native and undocumented clay soils that may exhibit a high expansion potential, creating substantial risk to life or property. However, the Proposed Project would be subject to compliance with the California Building Code, ESMC, and MM GEO-1 to reduce the potentially significant impacts involving expansive soils to a less than significant level. Therefore, no new or more severe impact concerning expansive soils would occur as a result of the Proposed Project.

FEIR Mitigation Measures

See MM GEO-1, above.

4.6e Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewer are not available for the disposal of waste water?

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, p. 4.6-3)

The FEIR identified that sewers would be available for disposal of wastewater generated by the ESSCSP and septic tanks or alternative wastewater disposal systems would not be permitted. Therefore, the FEIR concluded no impact in this regard.

Analysis of Proposed Project

No Impact: Sewers are available for disposal of the Proposed Project's wastewater, and no septic tanks or alternative wastewater disposal systems would be used. Therefore, the Proposed Project would have no impact concerning use of septic tanks or alternative wastewater disposal systems for disposal of wastewater and no mitigation is required. No new or more severe impact concerning septic tanks or alternative wastewater disposal systems as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.6f Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, p. 4.5-2)

The FEIR determined that the ESSCSP area has already been subject to extensive disruption and may contain artificial fill materials. Additionally, there are no unique geologic features present within the ESSCSP area. Therefore, the FEIR concluded a less than significant impact concerning paleontological resources or site or unique geologic feature.

Analysis of Proposed Project

Less Than Significant Impact: The Proposed Project site has already been subject to extensive disruption and may contain artificial fill materials. Additionally, according to the FEIR, there are no unique geologic features present within the Proposed Project site. Given the Proposed Project site's highly disturbed condition, the Proposed Project's potential to impact an as yet unidentified paleontological resource is considered remote. Therefore, Proposed Project implementation would result in a less than significant impact involving the potential destruction of a paleontological resource or site or unique geologic feature. No new or more severe impact concerning paleontological resources or site or unique geologic features would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.7 Greenhouse Gas Emissions (Climate Change)

4.7a Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Summary of Previous Environmental Analysis (FEIR pp. 5.4-13 – 5.4-17)

The FEIR concluded that construction would generate GHG emissions through on-site use of heavy-duty construction equipment and off-site vehicle trips made by construction workers as well as haul/delivery trucks that would travel to and from the ESSCSP area. Mobile-source GHG emissions would result from the use of construction equipment, including, but not limited to, graders, scrapers, bulldozers, wheeled loaders, and cranes.

ESSCSP operations would result in GHG emissions related to natural gas usage, automobile emissions, energy consumption, solid waste generation, and water demand. All future development within the ESSCSP area would be required to comply with ESMC Chapters 10-2, *Water Conservation in Landscaping*, and 10-5, *Water Conservation*, to promote water conservation in landscaping and to utilize drought water conservation programs. Future development would also be subject to compliance with ESMC Chapter 15-16, *Developer Transportation Demand Management*, which would provide facilities to encourage and accommodate the use of ridesharing, transit, pedestrian, and bicycle commuting as alternatives to single occupant motor vehicle trips. Further compliance with ESMC Chapter 15-16-4, *Monitoring*, would ensure that physical facilities be verified through the City's existing development review process. Following compliance with ESMC requirements and implementation of MM GHG-1, the ESSCSP would result in reduced GHG emissions from water conservation and efficiency, energy efficiency, solid waste reduction, and land use efficiency measures. Despite compliance with the ESMC and implementation of MM GHG-1, the ESSCSP's GHG emissions would exceed the per capita per year project-level GHG threshold of 4.8 Metric Tons of CO₂ equivalent per year (MTCO₂eq/year), and impacts would be significant and unavoidable.

Analysis of Proposed Project

Less Than Significant With Mitigation Incorporated: The FEIR concluded that despite compliance with the ESMC and implementation of MM GHG-1, the ESSCSP would exceed the per capita per year project-level GHG threshold of 4.8 MTCO₂eq/year. As stated in **Table 4-2: Proposed Project Business As Usual Greenhouse Gas Emissions**, the total Proposed Project-related unmitigated GHG emissions would be 2,635.00 MTCO₂eq/year, or 6.99 MTCO₂eq/year based on the Proposed Project's service population of 377 employees. Therefore, the Proposed Project's unmitigated GHG emissions would exceed the 4.8 MTCO₂eq per capita per year project-level GHG threshold, and impacts would be potentially significant.

With implementation of MM GHG-1, as stated in **Table 4-3: Proposed Project Mitigated Greenhouse Gas Emissions**, the total Proposed Project-related mitigated GHG emissions would be 433.81 MTCO₂eq/year, or 1.15 MTCO₂eq/year, based on the Proposed Project's service population of 377 employees. Therefore, the Proposed Project would not exceed the 4.8 MTCO₂eq per capita per year project-level GHG threshold, with implementation of MM GHG-1. Proposed Project impacts would be less than significant with mitigation incorporated. No new or more severe impact concerning generated GHG emissions would occur, as a result of the Proposed Project.

Table 4-2: Proposed Project Business As Usual Greenhouse Gas Emissions

Source ¹	CO ₂	CH ₄		N ₂ O		Total MTCO ₂ eq ²
	Metric Tons/year	Metric Tons/year	MTCO ₂ eq	Metric Tons/year	MTCO ₂ eq	
Direct Emissions						
Construction Phase 1 (amortized over 30 years) ³	2.51	0.0	<1	0.0	0.0	2.51
Construction Phase 2 (amortized over 30 years) ³	9.76	<1	0.02	0.0	0.0	9.78
Area Source ³	0.004	0.0	0.0	0.0	0.0	0.004
Mobile Source ⁴	1,655.12	0.06	1.17	0.0	0.0	1,656.35
<i>Total Unmitigated Direct Emissions²</i>	1,667.40	0.06	1.19	0.0	0.0	1,668.64
Indirect Emissions						
Energy ³	714.78	0.03	0.65	0.01	2.33	717.79
Solid Waste ³	29.82	1.76	37.01	0.0	0.0	68.59
Water Demand ³	153.64	0.88	18.57	0.02	6.85	179.97
<i>Total Unmitigated Indirect Emissions²</i>	898.24	2.68	56.22	0.03	9.18	966.35
Total Net Proposed Project-Related Emissions²	2,635.00 MTCO₂eq/year					
Unmitigated Per Capita Emissions⁵	6.99 MTCO₂eq/year					
Per Capita Threshold	4.8 MTCO ₂ eq/year					
Unmitigated GHG Emissions Exceed Per Capita Threshold?	Yes					
Notes:						
1. Based on FEIR Table 5.4-1: Business As Usual Greenhouse Gas Emissions.						
2. Totals may be slightly off due to rounding.						
3. The Proposed Project construction and operational emissions from area source, energy, solid waste, and water demand were calculated proportionately based on the Proposed Project’s proposed floor area (153,915 gross SF) comprising approximately 7.1 percent of the ESSCSP total entitled additional development (2,161,600 gross SF), as evaluated in the FEIR.						
4. The Proposed Project mobile source operational emissions were calculated proportionately based on the Proposed Project’s forecast new trips (1,808 daily trips) comprising approximately 6.8 percent of the ESSCSP total daily trips (26,585 daily trips), as evaluated in the FEIR.						
5. Per capita emissions are based on a service population of 377 employees; see Section 4.13: Population and Housing .						

Table 4-3: Proposed Project Mitigated Greenhouse Gas Emissions

Source ¹	CO ₂	CH ₄		N ₂ O		Total MTCO ₂ eq ²
	Metric Tons/year	Metric Tons/year	MTCO ₂ eq	Metric Tons/year	MTCO ₂ eq	
Direct Emissions						
Construction Phase 1 (amortized over 30 years) ³	2.51	0.0	<1	0.0	0.0	2.51
Construction Phase 2 (amortized over 30 years) ³	9.76	<1	0.02	0.0	0.0	9.78
Area Source ³	0.004	0.0	0.0	0.0	0.0	0.004
Mobile Source ⁴	1,024.71	0.04	0.74	0.0	0.0	1,025.49
<i>Total Mitigated Direct Emissions</i> ²	1,036.98	0.04	0.77	0.0	0.0	1,037.78
Indirect Emissions						
Energy ³	29.59	0.03	0.61	0.01	2.17	32.40
Solid Waste ³	14.91	0.88	18.51	0.0	0.0	34.30
Water Demand ³	129.13	0.71	14/86	0.02	5.49	150.21
<i>Total Mitigated Indirect Emissions</i> ²	173.63	1.62	33.97	0.02	7.66	216.90
Total Net Proposed Project-Related Emissions ²	433.81 MTCO₂eq/year					
Mitigated Per Capita Emissions ⁵	1.15 MTCO₂eq/year					
Per Capita Threshold	4.8 MTCO ₂ eq/year					
Mitigated GHG Emissions Exceed Per Capita Threshold?	No					
Notes:						
1. Based on FEIR Table 5.4-2: Mitigated Greenhouse Gas Emissions.						
2. Totals may be slightly off due to rounding.						
3. The Proposed Project construction and operational emissions from area source, energy, solid waste, and water demand were calculated proportionately based on the Proposed Project’s proposed floor area (153,915 gross SF) comprising approximately 7.1 percent of the ESSCSP total entitled additional development (2,161,600 gross SF), as evaluated in the FEIR.						
4. The Proposed Project mobile source operational emissions were calculated proportionately based on the Proposed Project’s forecast new trips (1,808 daily trips) comprising approximately 6.8 percent of the ESSCSP total daily trips (26,585 daily trips), as evaluated in the FEIR.						
5. Per capita emissions are based on a service population of 377 employees; see Section 4.13: Population and Housing .						

FEIR Mitigation Measures

GHG-1 The Project must incorporate the improvements listed below to ensure consistency with applicable law. The Project Applicant must demonstrate compliance with this measure to the satisfaction of the Building and Planning Safety Director before the City issues building permits or certificates of occupancy.

Energy Efficiency

- Design buildings to be energy efficient, 15 percent above Title 24 requirements (building permit).

- Install light colored “cool” roofs and cool pavements, and strategically placed shade trees (building permit).
- Install high efficiency lighting, and energy efficient heating and cooling systems (building permit).
- Reduce unnecessary outdoor lighting (building permit).

Water Conservation and Efficiency

- Install water-efficient fixtures (e.g., faucets, toilets, showers) (Building Permit).

Solid Waste

- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard) (Building Permit).
- Provide interior and exterior storage areas for recyclables and adequate recycling containers located in public areas (Occupancy Permit).

4.7b Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Summary of Previous Environmental Analysis (FEIR pp. 5.4-17 – 5.4-18)

The FEIR concluded that the City does not have an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. However, the City’s Environmental Committee would review current City environment practices, identify new environmental goals and objectives, and develop a framework for protecting the City’s quality of life while moderating the growth demands upon the City’s natural resources and the impacts that consumption has upon the environment. The ESSCSP would be subject to all applicable regulatory requirements, which would reduce the ESSCSP’s generated GHG emissions. The ESSCSP proposed mixed-uses that would inherently reduce vehicle trips, vehicle miles traveled (VMT), and related GHG emissions. Therefore, the ESSCSP would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. Therefore, the FEIR concluded a less than significant impact concerning conflicting with applicable GHG reduction plan, policy, or regulation.

Analysis of Proposed Project

Less Than Significant Impact: The Proposed Project would be required to comply with the applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions, as discuss above and in the FEIR. The Proposed Project would include related uses that would reduce vehicle trips through internal trip capture, VMT, and related GHG emissions. Furthermore, the Proposed Project would include energy efficient lighting and electric vehicle (EV) parking, which would reduce operational GHG emissions. Therefore, the Proposed Project would not conflict with applicable GHG reduction plan, policy, or regulation adopted for the purpose of reducing GHG emissions, and a less than significant impact would occur in this regard. No new or more severe impact would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.8 Hazards and Hazardous Materials

- 4.8a *Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- 4.8b *Would the Project 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?*

Summary of Previous Environmental Analysis (FEIR pp. 5.7-16 – 5.7-25)

The FEIR identified that the ESSCSP area is listed on the GeoTracker database (maintained by the State Water Resources Control Board [SWRCB]) and is reported as a leaking underground storage tank (LUST) cleanup site. The LUST case is reported to be closed as of July 22, 1996; therefore, it is not anticipated that an environmental condition exists in the ESSCSP area, as a result of the former LUST. Notwithstanding, the FEIR concluded that site disturbance and demolition activities could encounter a variety of potentially hazardous materials, which could expose workers and the environment through reasonably foreseeable upset and accident conditions. Potential petroleum-based fuel spills from construction equipment would not be considered significant due to the small volume and low concentration of hazardous materials utilized during construction. Implementation of MM HAZ-1 through HAZ-5 would reduce potential impacts from construction activities that would result in accidental conditions within the ESSCSP area. Also, if unknown wastes or suspect materials are discovered during construction which may involve hazardous wastes/materials, the contractor would be required to comply with MM HAZ-6 to immediately stop work in the vicinity of the suspected contaminant, remove workers and the public, secure the areas, and notify the El Segundo Fire Department (ESFD). Use of standard construction controls and safety procedures, and implementation of MM HAZ-1 through HAZ-5, would avoid and lessen the potential for accidental release of such substances into the environment in the event of a spill. Following compliance with applicable federal, State, and local regulatory requirements, and with implementation of MM HAZ-1 through HAZ-6, the potentially significant impacts during construction related to creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials would be reduced to less than significant levels.

Future ESSCSP development would consist of office, warehouse, light industrial, and commercial uses. Hazardous materials would be routinely used, stored, and/or handled onsite during operations. All hazardous materials or chemicals used by the onsite uses would be filed on record with the ESFD, the designated Certified Unified Program Agency (CUPA) for the City, and would be routinely inspected to ensure that all materials are being stored, handled, and used in accordance with all applicable federal, State, and local standards and regulations to reduce the potential for a hazardous materials incident. As the California Highway Patrol and the Los Angeles County Hazardous Waste Management Plan have identified transportation routes and corridors in and near the City as suitable for transporting hazardous materials and wastes, transportation of all hazardous materials onsite and to/from the ESSCSP area would adhere to all applicable Caltrans protocols and the General Plan Public Safety Element's goal to periodically review and reevaluate the City's Emergency Operations Plans. Any facilities containing hazardous materials for transport, storage, or use would comply with all City, Los Angeles County (County), Occupational Safety and Health Administration (OSHA), California Environmental Protection Agency (CalEPA), and U.S. Environmental Protection Agency (USEPA) requirements. Based on the

moderate potential for contaminated groundwater underlying the ESSCSP area, vapor intrusion into proposed structures as a result of the contamination plumes could occur. Implementation of MM HAZ-5 would require a qualified site characterization specialist to conduct updated site characterization at the ESSCSP before issuance of any Building Permits. Furthermore, as required by MM HAZ-7, before the City issues any building permit, vapor intrusion investigations would be required to be conducted by a qualified Environmental Professional, in consultation with the ESFD. With implementation of MM HAZ-5 and HAZ-7, and with compliance with all applicable regulations, impacts during operation would be reduced to less than significant levels.

Analysis of Proposed Project

Less Than Significant With Mitigation Incorporated: The California Department of Toxic Substances Control (DTSC) EnviroStor data management system for hazardous waste facilities and sites shows that there are no active cases on or within a 4,000 foot radius of the Proposed Project site.⁶ Additionally, the State Water Resources Control Board (SWRCB) GeoTracker database confirmed the LUST closure and that no other LUST cleanup sites exist on the Proposed Project site.⁷ Notwithstanding, site disturbance, demolition, and/or construction associated with the Proposed Project could disturb existing hazardous materials associated with structures and contaminated soil and groundwater. A former hazardous waste storage area (designated as SWMU-1 in the FEIR) would be demolished in the location where the Proposed Project would construct the southern parking lot. A former wastewater pretreatment system (designated as SWMU-2 in the FEIR) would be demolished where the Proposed Project would construct a warehouse. Therefore, Proposed Project construction could release hazardous materials into the environment through reasonably foreseeable upset and accident conditions. The Proposed Project would implement MM HAZ-1 through HAZ-5 to reduce potential construction-related impacts that may result from accidental conditions at the Proposed Project site. The Proposed Project contractor would also be required to comply with MM HAZ-6 if unknown wastes or suspect materials are discovered during construction.

Other means by which accidental spills could occur during Proposed Project construction involve use of construction equipment that may result in petroleum-based fuel spills; however, the level of risk associated with this type of spill is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. Standard construction practices would be observed to appropriately contain and remediate any materials released pursuant to local, State, and Federal regulations. The Proposed Project contractor would be required to comply with the established regulatory framework to avoid and minimize the potential for accidental release of such substances into the environment in the event of a spill. Proposed Project impacts in this regard would be less than significant.

Proposed Project operations would include a corporate office headquarters, natural grass fields, and a warehouse. The warehouse building would store waste and other maintenance equipment required for the Project. These land uses are not expected to require the use of substantial quantities of hazardous materials or to generate significant quantities of hazardous waste that would require routine transport

⁶ California Department of Toxic Substances Control, EnviroStor Search for 2000 East El Segundo Boulevard, El Segundo, CA 90245 with 4,000 feet search radius, <http://www.envirostor.dtsc.ca.gov/?url=7fz69>. Accessed October 25, 2021.

⁷ State Water Resources Control Board, GeoTracker database Search for 2000 East El Segundo Boulevard, El Segundo, CA, https://geotracker.waterboards.ca.gov/profile_report?global_id=T0603792958. Accessed October 25, 2021.

offsite for disposal. Typical commercial land uses generally require routine use of small quantities of flammable, hazardous, and/or toxic materials for operation and maintenance purposes. Continued maintenance of the natural grass fields would require use of fertilizers, pesticides, herbicides, and fuel for machinery and mechanical equipment. Such substances would also be used for landscape maintenance. While the Proposed Project would involve use, transport, and disposal of hazardous materials, it would be similar to that which occurs under existing conditions and elsewhere within the ESSCSP. Due to the nature of the proposed land uses, the Proposed Project is not anticipated to involve facilities or activities that would produce or use substantial quantities of hazardous materials or require the routine transport of hazardous materials to and from the site that may adversely affect the public or the environment. Proposed Project operations would be required to comply with all applicable federal, State, and local standards and regulations concerning the routine transport, use, and disposal of hazardous materials. Regarding vapor intrusion, based on the moderate potential for contaminated groundwater underlying the Proposed Project site, vapor intrusion into proposed structures as a result of contamination plumes could occur. The Proposed Project would implement MM HAZ-5 and HAZ-7 to ensure that vapor intrusion investigations are conducted prior to issuance of any building permits. Therefore, following compliance with all applicable standards and regulations, and with implementation of MM HAZ-1 through HAZ-7, the Proposed Project's potential impacts concerning the creation of a significant hazard to the public or the environment would be reduced to less than significant levels. No new or more severe impact would occur as a result of the Proposed Project.

FEIR Mitigation Measures

- HAZ-1** Before a Grading Permit is issued, the actual location of onsite oil/gas wells must be verified with DOGGR. All onsite wells present must be properly plugged and abandoned per current DOGGR, DTSC, and RWQCB requirements. Further, an environmental consultant with Phase II/site characterization experience must verify through soil sampling that no residual contamination has resulted from historic oil/gas production activities onsite.
- HAZ-2** Before a Grading Permit is issued, soil sampling must be conducted within the portions of the Project site that have historically been utilized for agricultural purposes and may contain pesticide residues in the soil, as determined by a qualified Phase II/site characterization specialist. The sampling, conducted in consultation with the El Segundo Fire Department, must determine if pesticide concentrations exceed established regulatory requirements and identify further site characterization and remedial activities, if necessary. Should further site characterization/remedial activities be required, these activities shall be conducted per the applicable regulatory agency requirements, as directed by the El Segundo Fire Department.
- HAZ-3** Before a Grading Permit is issued, an environmental consultant with Phase II/site characterization experience must determine, based on the Current Conditions Report (CCR), RCRA Facility Investigation Work Plan (RFI Work Plan), and sampling and analysis conducted in accordance with the RFI Work Plan, whether subsurface release of hazardous materials/waste to the soil/groundwater associated with the existing storage facilities has occurred. If subsurface release of hazardous materials/waste to the soil/groundwater has occurred, the environmental consultant must determine if

contaminant concentrations exceed established regulatory requirements and identify further site characterization and remedial activities, if necessary. Should further site characterization/remedial activities be required, these activities must be conducted per the applicable regulatory agency requirements.

HAZ-4 Before a Grading Permit is issued, an environmental consultant with Phase II/site characterization experience must prepare a Worker Safety Plan to ensure construction worker safety during grading/excavation activities, based on their review the following documents:

- Current Conditions Report (CCR);
- RCRA Facility Investigation Work Plan (RFI Work Plan);
- Findings of the RFI Work Plan's Sampling and Analysis; and
- Existing Hazardous Materials Conditions Assessment.

HAZ-5 An environmental professional with Phase II/site characterization experience must conduct an inspection of existing onsite structures before building renovation/demolition activities. The inspection must determine whether or not testing is required to confirm the presence or absence of hazardous substances in building materials (e.g., sinks, drains, piping, flooring, walls, ceiling tiles). Should testing be required and results determine that hazardous substances are present in onsite building materials, the Phase II/site characterization specialist must determine appropriate prevention/remediation measures that are required and/or the methods for proper disposal of hazardous waste at an approved landfill facility, if required.

HAZ-6 If during construction unknown wastes or suspect materials are discovered by the contractor that are believed to involve hazardous waste or materials, the contractor must comply with the following:

- Immediately cease work in the vicinity of the suspected contaminant, and remove workers and the public from the area;
- Notify the Director of Public Works of the City of El Segundo;
- Secure the area as directed by the Director of Public Works; and
- Notify the El Segundo Fire Department (or other appropriate agency specified by the Director of Public Works). The Fire Department's Environmental Safety Manager can advise the responsible party of further actions that must be taken, if required.

HAZ-7 Before any Building Permit is issued, vapor intrusion investigations must be conducted by a qualified Environmental Professional, in consultation with the El Segundo Fire Department. Should the Environmental Professional determine that proposed buildings could be impacted by vapor intrusion, the Environmental Professional, in consultation with the El Segundo Fire Department, must recommend that specific measures be incorporated into the buildings' design that would reduce these indoor air quality concentrations to below regulatory thresholds, as directed by the El Segundo Fire Department.

- 4.8c *Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Summary of Previous Environmental Analysis (FEIR p. 5.7-26)

The FEIR identified the following existing schools located within one-quarter mile of the ESSCSP area: Beach Babies LLC (located 750 feet east and 1,385 feet north of the ESSCSP area) and Wondertree Kids (located 1,065 feet south of the ESSCSP area). The ESSCSP could result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or wastes. However, buffers in the form of roadways and intervening structures would separate the proposed uses within the ESSCSP from the existing nearby schools, which would maintain the risk to acceptable levels. Furthermore, the hazardous substances that may be handled, used, and stored within the ESSCSP area would be required to comply with federal, State, and local regulations, which is considered adequate to offset the potential negative effects related to the hazardous materials associated with future development within the ESSCSP. Therefore, the FEIR concluded a less than significant impact concerning emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Analysis of Proposed Project

Less Than Significant Impact: Beach Babies LLC is approximately 1,653 feet (0.3 miles) southeast of the Proposed Project site. Wondertree Kids was identified as being 1,065 feet (0.2 miles) south of the Proposed Project site, but no longer exists at that location. Therefore there are no existing school sites within 0.25 miles of the Proposed Project site. The Proposed Project involves a corporate headquarters building, natural grass fields, and a warehouse, all of which would utilize typical small quantities of hazardous materials for operation and maintenance purposes. The maintenance of the natural grass fields would require the use of fertilizers, pesticides, herbicides, and fuel for machinery and mechanical equipment. However, these proposed uses would not emit hazardous emissions. The Proposed Project is not anticipated to involve facilities or activities that would result in hazardous emissions or handle hazardous materials. Additionally, buffers in the form of roadways and intervening structures would separate the Proposed Project site from nearby existing schools. Furthermore, the Proposed Project's proposed uses would be required to comply with the established federal, State, and local regulatory framework, as it relates to emitting hazardous emission or handling hazardous or acutely hazardous materials, substances, or waste. Therefore, following compliance with all applicable standards and regulations, impacts concerning emitting hazardous emissions or handling hazardous materials within one-quarter mile of an existing or proposed school would be less than significant. No new or more severe impact would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

- 4.8d *Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and as a result, would create a significant hazard to the public or the environment?*

Summary of Previous Environmental Analysis (FEIR pp. 5.7-26 – 5.7-27)

The FEIR identified that the ESSCSP area is listed on the GeoTracker database (maintained by the State Water Resources Control Board [SWRCB]) and is reported as a leaking underground storage tank (LUST) cleanup site. The LUST case is reported to be closed as of July 22, 1996; therefore, it is not anticipated that an environmental condition exists in the ESSCSP area as a result of the former LUST. Therefore, the FEIR concluded a less than significant impact related to the ESSCSP being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

Analysis of Proposed Project

No Impact: The FEIR reported a closed LUST case on the Raytheon Campus due to soil contamination; however, as the LUST case was closed on July 22, 1996, the LUST is not considered an environmental condition. Furthermore, the DTSC EnviroStor data management system for hazardous waste facilities and sites shows that there are no active cases on or within a 4,000-foot radius of the Proposed Project site. Additionally, the SWRCB GeoTracker database confirmed the LUST closure and that no other LUST cleanup sites exist on the Proposed Project site. Therefore, the Proposed Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No impact would occur in this regard. No new or more severe impact would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.8e For a Project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working the project area?

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, pp. 4.8-2 – 4.8-3)

The FEIR identified that the ESSCSP area is located approximately 0.76 miles south of the Los Angeles International Airport (LAX), but the ESSCSP area is not located within the LAX Planning Boundary/Airport Influence Area. The ESSCSP is located approximately 1.9 miles west of Hawthorne Municipal Airport (HMA), but the ESSCSP area is not located within the HMA Planning Area Boundary/Airport Influence Area. Therefore, the FEIR concluded no impact in this regard.

Analysis of Proposed Project

No Impact: Although the Proposed Project would be located within 2.0 miles of LAX and HMA, the Proposed Project site is not within the LAX Planning Boundary/Airport Influence Area or the HMA Planning Area Boundary/Airport Influence Area. Therefore, the Proposed Project would not result in an airport-related safety hazard for people working on the Proposed Project site and no mitigation is required. No new or more severe impact concerning airport-related safety hazards would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.8f Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Summary of Previous Environmental Analysis (FEIR pp. 5.7-27 – 5.7-28)

The FEIR identified that the General Plan does not identify primary evacuation routes within the City; however, East El Segundo Boulevard and Sepulveda Boulevard are major arterial streets and would be used by persons evacuating the ESSCSP in the event of an emergency. Construction of proposed roadway improvements could temporarily block emergency access and/or evacuation routes, which would affect access along El Segundo Boulevard. Impacts during construction would be temporary and would only affect El Segundo Boulevard, and as such, would be unlikely to interfere with emergency response vehicles (e.g., fire, police, or ambulance). Implementation of MM HAZ-8 would require future development in the ESSCSP to notify the El Segundo Fire, Police, Public Works, and Planning and Building Safety Departments of construction activities that would impede movement along roadways adjacent to the ESSCSP and to allow for uninterrupted emergency access and maintenance of evacuation routes. Furthermore, the City has an adopted Multi-Hazard Mitigation Plan, which identifies activities that would assist the City in reducing risk and preventing loss from future hazardous events, including those involving evacuation. The City would implement evacuation-related mitigation actions on an ongoing basis which would further minimize impacts resulting from the ESSCSP's potential interference with an adopted emergency response or evacuation plan. With implementation of MM HAZ-8 and the City's continued compliance with the Multi-Hazard Mitigation Plan would reduce impacts to less than significant levels.

Analysis of Proposed Project

Less Than Significant With Mitigation Incorporated: The Proposed Project site would not be located adjacent to East El Segundo Boulevard or Sepulveda Boulevard, both of which were identified in the FEIR as being streets that would be used by persons evacuating the ESSCSP in the event of an emergency. Construction activities associated with the proposed uses would occur on the subject sites, thus, would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Notwithstanding, Proposed Project construction would implement MM HAZ-8 to ensure coordination with the El Segundo Fire, Police, Public Works, and Planning and Building Safety Departments such that construction activities would not impede movement along East El Segundo Boulevard or Sepulveda Boulevard and to allow for uninterrupted emergency access and maintenance of evacuation routes. The proposed Nash Street extension would not result in any closures that would impede traffic/emergency access. The City would continue to implement evacuation-related mitigation actions from the City's Multi-Hazard Mitigation Plan, which would further minimize the potential for the Proposed Project to interfere with an adopted emergency response or evacuation plan. Therefore, with implementation of MM HAZ-8 and the City's continued compliance with the Multi-Hazard Mitigation Plan, impacts related to potentially impairing implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan would be reduced to less than significant levels. No new or more severe impact would occur as a result of the Proposed Project.

FEIR Mitigation Measures

HAZ-8 At least three business days before any lane closure, the construction contractor must notify the El Segundo Fire Department, El Segundo Police Department, El Segundo Public Works Department, and the El Segundo Planning and Building Safety Department of

construction activities that would impede movement (such as road or lane closures) along roadways immediately adjacent to the development area, to allow for uninterrupted emergency access and maintenance of evacuation routes.

4.8g Would the Project expose people or structures to a significant risk of loss, injury or death involving wildland fires?

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, p. 4.8-3)

The FEIR identified that the ESSCSP area consists of, and is surrounded by, urban/developed land, and implementation of the ESSCSP would not expose people or structures to a significant risk involving wildland fires. Therefore, the FEIR concluded no impact in this regard.

Analysis of Proposed Project

No Impact: The Proposed Project site consists of and is surrounded by urban/developed land. The Proposed Project would not expose people or structures to a significant risk involving wildland fires and no mitigation is required. No new or more severe impact concerning wildland fires would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.9 Hydrology and Water Quality

4.9a Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Summary of Previous Environmental Analysis (FEIR pp. 5.8-17 – 5.8-19)

The FEIR concluded that construction activities would result in short-term impacts to water quality; therefore, the ESSCSP would be subject to compliance with General Construction Permit requirements. Before the City issues grading permits, the Applicant must prepare a Storm Water Pollution Prevention Plan (SWPPP) to control common pollutants such as suspended soil in stormwater runoff from leaving the ESSCSP area. The SWPPP would include an Erosion Control Plan and appropriate Best Management Practices (BMPs) to minimize erosion and restrict sedimentation of the storm drain downstream. With compliance with the NPDES and ESMC requirements, construction activities would have a less than significant impact on water quality standards or waste discharge requirements.

A reduction in permeable surfaces, which allow for rain and runoff to infiltrate into the ground, would result in the potential to affect long-term water quality during operation. ESSCSP implementation would not result in a reduction of permeable surfaces, but stormwater and nuisance water runoff associated with the proposed uses under the ESSCSP could have the potential to affect water quality. The ESSCSP could potentially include organics, trash, debris, oil/grease, nutrients, metals, and sediment, which could have a significant adverse impact to stormwater quality if not mitigated. The ESSCSP would implement post-construction controls under the MS4 Permit to mitigate stormwater pollution, which would include BMPs to control pollutants, pollutant loads, and runoff volume. Future development under the ESSCSP

would be subject to compliance with NPDES requirements, MS4 Permit Order requirements, and must implement BMPs.

Therefore, following compliance with all applicable permit and ESMC requirements, the FEIR concluded a less than significant impact related to violating water quality standards or waste discharge requirements or otherwise substantially degrading surface or groundwater quality.

Analysis of Proposed Project

Less Than Significant Impact: The Proposed Project would include construction activities that would be subject to compliance with General Construction Permit requirements. The Applicant would prepare a SWPPP to control common pollutants in stormwater runoff leaving the Proposed Project site during construction. The SWPPP would include BMPs to minimize erosion and restrict sedimentation of the storm drain downstream. Further, the Proposed Project would be required to comply with all NPDES and MS4 Permit Order requirements. Therefore, Proposed Project impacts during construction would be less than significant as it relates to water quality standards or waste discharge requirements.

Proposed Project operations could result in organics, trash, debris, oil/grease, nutrients, metals, and sediment which could have a significant adverse impact to stormwater quality. The Proposed Project would be required to mitigate stormwater pollution through the implementation of BMPs to control pollutants, pollutant loads, and runoff volume. Therefore, following compliance with all applicable permit and ESMC requirements, Proposed Project implementation would result in a less than significant impact related to water quality standards or waste discharge requirements. No new or more severe impact concerning water quality standards or waste discharge requirements would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.9b Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Summary of Previous Environmental Analysis (FEIR p. 5.8-26)

The FEIR concluded that the ESSCSP would not interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level, since the ESSCSP is not located within a groundwater recharge area. Furthermore, the ESSCSP would not reduce the ability of surface waters to be absorbed or interfere substantially with groundwater recharge as the ESSCSP's imperviousness is expected to decrease upon buildout. The City does not use groundwater as a potable water source, so the ESSCSP would not deplete groundwater supplies. Therefore, the FEIR concluded a less than significant impact related to groundwater supplies and groundwater recharge.

Analysis of Proposed Project

Less Than Significant Impact: While the Proposed Project would generate a water demand on the Proposed Project site, as discussed under Threshold 4.17b Analysis of Proposed Project, the City does not use groundwater as a potable water source. Therefore, the Proposed Project's water demands would not

decrease groundwater supplies. Also, the Proposed Project would not interfere with groundwater recharge given the Proposed Project site is not within a groundwater recharge area and the Proposed Project would increase onsite pervious areas by replacing impermeable surface parking area with three permeable full-size natural grass fields. Therefore, the Proposed Project would result in a less than significant impact concerning groundwater supplies and groundwater recharge. No new or more severe impact concerning groundwater would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.9c Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- i) result in substantial erosion or siltation on- or off-site;*
- ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; or*
- iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provided substantial additional resources of polluted runoff?*

Summary of Previous Environmental Analysis (FEIR pp. 5.8-19 – 5.8-26)

See Threshold 4.9a Summary of Previous Environmental Analysis above concerning ESSCSP erosion and water quality.

The FEIR indicated that the ESSCSP would be served by approximately 7,000 linear feet of new onsite storm drain lines, with a maximum pipe diameter of 54 inches; see FEIR Exhibit 5.8-3: Proposed Stormwater and Site Drainage System. The ESSCSP area would continue to drain northwest to southeast; see FEIR Exhibit 5.8-4: Proposed Conditions Hydrology. Reconfiguration of site roadways and replacement of existing buildings and surface parking lots with new buildings and parking lots/structures would change drainage patterns and locations/amounts of impervious surface areas. The sub-drainage areas would continue to flow to the City's storm drain along the ESSCSP area's eastern and southern edges. The minor offsite flow from El Segundo Boulevard and the property to the south would continue unobstructed to combine with onsite flows. The ESSCSP area's average imperviousness is anticipated to decrease from 79.5 percent to 70.0 percent, and there would be no net increase in stormwater discharge from the ESSCSP area. The FEIR concluded that onsite detention would not be required, and an increase in the rate or amount of stormwater runoff above existing conditions would not occur. However, final hydrology calculations would be required to verify that detention facilities are not required in each of the proposed sub-drainage areas. MM HWQ-1 and HWQ-2 would require that a Construction-Level Hydrology and Hydraulic Study be conducted before any Grading Permit is issued to verify whether detention facilities are required in each proposed sub-area. Compliance with MM HWQ-1 and HWQ-2 would reduce the potential impacts from drainage and runoff to less than significant levels.

Analysis of Proposed Project

Less Than Significant With Mitigation Incorporated: The Proposed Project involves development of a corporate headquarters building, natural grass fields, and a warehouse. The fields would replace existing surface parking lots and ornamental landscaping, which would provide more pervious surfaces on the Proposed Project site, as compared to the Approved Project. FEIR Exhibit 5.8-4 depicts the site's drainage patterns upon Proposed Project implementation, which would closely match existing drainage patterns. FEIR Exhibit 5.8-3 depicts existing and proposed storm drains and indicates that a new storm drain is proposed within the Nash Street extension, just north of the proposed corporate headquarters building. Additional storm drains would be developed as part of the ESSCSP. The Proposed Project would implement MM HWQ-1 and HWQ-2, which require that a Construction-Level Hydrology and Hydraulic Study be conducted before any Grading Permit is issued to verify whether detention facilities would be required in each proposed sub-area. If so required, it is assumed these would be located onsite. Compliance with MM HWQ-1 and HWQ-2 would reduce the potential impacts from drainage and runoff, including flooding on- or off-site, to less than significant levels. No new or more severe impact concerning groundwater would occur as a result of the Proposed Project.

FEIR Mitigation Measures

HWQ-1 Before the City issues any grading permit, the Applicant must conduct a Construction Level Hydrology and Hydraulics Study to determine potential storm water runoff rates and peak flows from the Project site per County of Los Angeles methodology. The 50-year storm flows for both existing and proposed Project conditions must be included in the study. The Study must be completed by a qualified professional, approved by the Director of Public Works, and be consistent with standard engineering practices for the region, including the use of the Los Angeles County Manual. The Study must demonstrate the effect of storm water discharges to any City, County, or other agency-owned drainage or flood control facility, as mitigated and be designed and implemented to prevent an increase in the rate or amount of storm water runoff above the baseline condition.

The Study must also determine whether onsite detention is required. If the final hydrology calculations determine that onsite detention is required to avoid downstream impacts, the Study must also identify the necessary flood control mitigation, which may include a surface stormwater detention pond, subsurface detention structure, or subsurface detention pipes. The construction level hydrology calculations and Construction Level Hydrology and Hydraulics Study must be prepared and reviewed by the Director of Public Works and Building Official before any Grading Permit is issued.

HWQ-2 Before the City issues any permit for development of an individual parcel, the Construction Level Hydrology and Hydraulics Study must be updated and submitted to the Director of Public Works for review. The phasing must be implemented to prevent an increase in the rate or amount of storm water runoff above the baseline condition.

4.9c Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

iv) impede or redirect flood flows?

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, pp. 4.9-3 – 4.9-4)

The FEIR concluded that the entire City is placed in Zone X pursuant to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel 1770F, Map No. 06037C1T10F, which indicates that the City is in an area of minimal flood hazard. Therefore, the entire ESSCSP area would not have any risk of flood hazards. Therefore, the FEIR concluded no impact as it relates to impeding or redirecting flood flows.

Analysis of Proposed Project

No Impact: The Proposed Project site is within an area of minimal flood hazard. Therefore, the Proposed Project would have no impact concerning the potential to alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows and no mitigation is required. No new or more severe impact would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.9d Would the Project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, p. 4.9-4)

The FEIR concluded that the entire City is placed in Zone X pursuant to FEMA FIRM Panel 1770F, Map No. 06037C1T10F, which indicates that the City is in an area of minimal flood hazard. Therefore, the entire ESSCSP area would not have any risk of flood hazards. Furthermore, the ESSCSP is not located within a levee, dam, or tsunami inundation area. There are also no enclosed bodies of water that are located in the vicinity of the ESSCSP, which could cause a seiche. Therefore, the FEIR concluded no impact as it relates to flood hazard, tsunami, or seiche zones.

Analysis of Proposed Project

No Impact: The Proposed Project site was identified as being in an area of minimal flood hazard. The Proposed Project site is located away from any waterbodies or coastal zones, thus, would not be within a levee, dam, or tsunami inundation area or subject to a seiche. Therefore, the Proposed Project would have no impact concerning the risk release of pollutants due to inundation and no mitigation is required. No new or more severe impact would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.9e Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Summary of Previous Environmental Analysis

Not applicable since this threshold was not analyzed in the FEIR.

Analysis of Proposed Project

Less Than Significant Impact: See Threshold 4.9a Analysis of Proposed Project above concerning water quality control plan compliance. See Threshold 4.9b Analysis of Proposed Project above concerning sustainable groundwater management plan compliance.

FEIR Mitigation Measures

No mitigation required.

4.10 Land Use and Planning

4.10a Would the Project physically divide an established community?

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, p. 4.10-1)

The FEIR identified that the City is generally described according to quadrants. The City's residential uses are located in the northwest quadrant, and the non-residential land uses are located in the remaining three quadrants. The ESSCSP encompasses approximately 142 acres in the City's southeast quadrant. The ESSCSP proposed commercial and industrial mixed-use development, which would be consistent with the City's existing land use pattern. The ESSCSP would not physically divide an established community. Therefore, the FEIR concluded no impact in this regard.

Analysis of Proposed Project

No Impact: The Proposed Project would develop a corporate headquarters building, natural grass fields, and a warehouse within the ESSCSP, and the proposed land uses would be consistent with the ESSCSP's land use plan. Therefore, the Proposed Project would have no impact on physically dividing an established community and no mitigation is required. No new or more severe impact concerning physically dividing an established community would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.10b Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Summary of Previous Environmental Analysis (FEIR pp. 5.1-21 – 5.1-28)

According to the FEIR, the ESSCSP is determined to be consistent with the relevant SCAG's 2012 RTP/SCS goals and adopted growth forecasts, the ESMC, and General Plan Policies, excluding the following Circulation Element Policies:

- Circulation Element Policy C1-1.2: Pursue implementation of all Circulation Element policies such that all Master Plan roadways are upgraded and maintained at acceptable levels of service (LOS).

- Reason for ESSCSP inconsistency with policy: With implementation of identified feasible mitigation in FEIR Section 5.2: Transportation, the impacts at El Segundo Intersections 29, 32, 38, 48, 50, and 51 would remain significant and unavoidable, and acceptable levels of service would not be maintained at these intersections. Therefore, the ESSCSP would conflict with Policy C1-1.2, resulting in a significant and unavoidable impact.
- Circulation Element Policy C1-1.5: Implement roadway and intersection upgrades to full Circulation Element standards when needed to improve traffic operating conditions and to serve development.
 - Reason for ESSCSP inconsistency with policy: See Policy C1-1.2 above.
- Circulation Element Policy C1-1.10: Ensure that new roadway links are constructed as designated in the Master Plan and link with existing roadways within the City such that efficient operation of the circulation system is maintained at an operating Level of Service “D” or better.
 - Reason for ESSCSP inconsistency with policy: See Policy C1-1.2 above.

No feasible mitigation is available to reduce potential impacts. Therefore, implementation of the ESSCSP would result in a significant and unavoidable impact regarding conflicts with Circulation Element Policies C1-1.2, C1-1.5, and C1-1.10.

Analysis of Proposed Project

Less Than Significant Impact: As noted above, the FEIR concluded implementation of the ESSCSP would result in a significant and unavoidable impact regarding conflicts with Circulation Element Policies C1-1.2, C1-1.5, and C1-1.10. It is anticipated the Proposed Project would result in a less than significant impact concerning compliance with these policies given: Level of Service (LOS) is no longer a metric for transportation impact analysis; and the Proposed Project involves development that provides approximately 58 percent less gross floor area and generates approximately 55 percent fewer trips compared to the Approved Project. State CEQA Guidelines §15064.3 codifies the change from LOS to VMT as a metric for transportation impact analysis. Pursuant to Senate Bill (SB) 743, VMT analysis is the primary method for determining CEQA impacts. The City has completed a preliminary Draft SB 743 Implementation Guidelines (Kimley-Horn, November 2020) for purposes of analyzing transportation impacts under CEQA and anticipates that after some revisions, the Guidelines will be adopted by May 2022.

As the Proposed Project would develop the same uses as proposed in the ESSCSP, the Proposed Project would be consistent with SCAG’s 2012 RTP/SCS. The Proposed Project involves development that provides approximately 58 percent less gross floor area and generates approximately 55 percent fewer trips compared to the Approved Project. As described in **Section 4.13: Population and Housing**, below, the Proposed Project would generate approximately 377 employees on the Proposed Project site (including the early arriving employees). It is unknown if any of these employees would choose to relocate to the City, increasing the City’s population. Since the Proposed Project’s proposed land uses would be similar to those permitted under the ESSCSP, but provides approximately 58 percent less gross floor area when compared to the Approved Project, the Proposed Project would have less potential population growth on the Proposed Project site than what was anticipated for the Approved Project, and the Proposed Project would be consistent with the adopted growth forecasts.

The Proposed Project's modifications include realigning the Nash Street extension and realigning/relocating the Coral Circle connection to the Nash Street extension through Lots 20 and 22. The proposed modified circulation pattern would continue to provide for possible future connection from the Nash Street extension to Coral Circle and capacity for additional parking for the Coral Circle businesses. The City's Public Works Department conducted an analysis of the Nash Street extension and Coral Circle connection's compliance concerning function, capacity, capacity, and street classification and standards with the General Plan Circulation Element; the ESMC; and the ESSCSP.⁸ Therefore, the Nash Street extension and Coral Circle connection would be in substantial compliance with the General Plan Circulation Element concerning function, capacity, and street classification and standards. Furthermore, the City's Public Works Department provide the following conditions of approval:

1. The Applicant must build the Nash Street roadway extension and associated public improvements in accordance with Development Agreement Section 7.1. Nash Street roadway extension design and construction is subject to review and approval by the Director of Public Works and Director of Development Services.
2. The Applicant must construct Class II bicycle lanes in the Nash Street roadway extension in accordance with the ESSCSP and Development Agreement Section 7.5.
3. The Applicant must record a 20-year irrevocable offer of dedication of Lots 20 and 22 (Coral Circle Connection) of Vesting Map No. 71551 in accordance with the ESSCSP and Development Agreement Section 7.7. Before recordation, the irrevocable offer to dedicate must be reviewed and approved by the Director of Development Services, the Director of Public Works, and the City Attorney.

Therefore, the Proposed Project would not conflict with the Circulation Element, and impacts would be less than significant.

ESSCSP Table III-1: Land Use Summary, anticipates that the allowed new development would total 1,930,000 net SF (2,161,600 gross SF). To allow for maximum flexibility within the ESSCSP area, the ESSCSP utilizes a mixed-use concept, with regulatory mechanisms to allow for transfers between land use types and planning areas, subject to various requirements concerning FAR, allowable land uses, and AM, PM, and daily trip generation ceilings. As of October 21, 2021 (i.e., inclusive of Phase I entitled development only), approximately 1,866,750 net SF (approximately 2,095,950 gross SF) of entitled floor area remains within the ESSCSP; see **Appendix A: ESSCSP Phase I Development Tracking Table**. The Proposed Project involves development of approximately 131,685 net SF (approximately 153,915 gross SF) of floor area; see **Table 2-3: Comparison of Existing and Proposed Development Scenarios**. With implementation of the Proposed Project, approximately 1,735,065 net SF (approximately 1,942,035 gross SF) of entitled floor area would remain within the ESSCSP. Therefore, the Proposed Project would not cause the allowed new development within the ESSCSP, as detailed in ESSCSP Table III-1: Land Use Summary, to be exceeded.

Overall, the Proposed Project would be subject to compliance with the ESSCSP and ESMC. The Proposed Project would also be consistent with the General Plan, with the exclusion of the Circulation Element Policies listed above. No new or more severe impact concerning conflicting with any land use plan, policy,

⁸ L. Carver, personal communication, October 21, 2021.

or regulation adopted for the purpose of avoiding or mitigating an environmental effect would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.11 Mineral Resources

4.11a Would the Project 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?

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, p. 4.11-1)

The FEIR concluded that no State-designated mines or mineral producers currently exist within the ESSCSP, and the ESSCSP area does not maintain any natural mineral resources. Therefore, the FEIR concluded no impact in this regard.

Analysis of Proposed Project

No Impact: There are no State-designated mines, mineral producers, or maintenance of any natural mineral resources within the Proposed Project site. Therefore, the Proposed Project would have no impact on mineral resources and no mitigation is required. No new or more severe impact concerning mineral resources would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.11b Would the Project result in the loss of availability of a locally important mineral resources recovery site delineated on a local general plan, specific plan, or other land use plan?

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, p. 4.11-1)

The FEIR concluded that no State-designated mines or mineral producers exist within the ESSCSP, and the ESSCSP area does not maintain any natural mineral resources. The ESSCSP would not result in the loss of availability of locally important mineral resources recovery sites. Therefore, the FEIR concluded no impact in this regard.

Analysis of Proposed Project

No Impact: There are no State-designated mines, mineral producers, or maintenance of any natural mineral resources within the Proposed Project Site. The Proposed Project would not result in the loss of availability of locally important mineral resources recovery areas. Therefore, the Proposed Project would have no impact on mineral resources and no mitigation is required. No new or more severe impact concerning mineral resources would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.12 Noise

4.12a Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Summary of Previous Environmental Analysis (FEIR pp. 5.5-13 – 5.5-15, 5.5-17 – 5.5-22)**Construction**

The FEIR concluded that construction-related noise impacts could occur during site preparation, which can create the highest levels of noise. Noise from construction activities is generated by two primary sources: 1) the transport of workers and equipment to construction sites, and 2) the noise related to active construction equipment. Sensitive receptors adjacent to the ESSCSP area would be exposed to sporadic high noise levels associated with construction activities. Construction traffic would access potential construction sites within the ESSCSP area from major roadways, including El Segundo Boulevard, Sepulveda Boulevard, and Hughes Way. The closest sensitive receptors to the ESSCSP are immediately adjacent to the east (Oceanside Christian Fellowship Church) and west (The Lakes at El Segundo Golf Course); see FEIR Table 5.5-4: Surrounding Off-Site Sensitive Receptors. As noted in the FEIR, the majority of construction would occur at distances of 50 to 400 feet or more from the nearest sensitive receptors and would not be expected to interfere with normal recreational or institutional activities. Furthermore, construction activities would begin in one specific area within the ESSCSP and subsequently move to the other specific areas. Therefore, construction would not occur in any one location for an extended period of time. All development within the ESSCSP area would be subject to the General Plan Noise Element and ESMC Chapter 7-2 (Noise and Vibration). Furthermore, the ESSCSP would implement MM N-1 to reduce construction noise associated with future development by requiring preparation of a Construction Noise Management Plan to limit construction to the less noise sensitive periods of the day (i.e., between the hours of 7:00 AM and 6:00 PM) and ensuring that proper operating procedures are followed during construction such that nearby sensitive receptors are not adversely affected by noise (pursuant to ESMC Chapter 7-2-4 standards).

Operations

The FEIR determined that off-site (traffic) noise levels resulting from the ESSCSP would not result in significant impacts. The ESSCSP would generate long-term stationary noise from delivery trucks, mechanical equipment (air conditioners, trash compactors, emergency generators, etc.), light industrial production (manufacturing equipment, etc.), and typical parking lot activities (e.g., parking lot traffic and car door slamming).

The noise levels from the delivery trucks are within the City's allowable exterior noise level thresholds for churches and outdoor sports parks; therefore, the Oceanside Christian Fellowship Church and The Lakes at El Segundo Golf Course would not be directly exposed to excessive noise levels from the delivery trucks.

The ESSCSP's mechanical equipment would result in potential noise levels below the City's limits. The Metro C (Green) Line would further buffer the ESSCSP's mechanical equipment noise from the Oceanside Christian Fellowship Church and would mask any noise from the ESSCSP's mechanical equipment. Impacts from mechanical equipment would be less than significant.

The FEIR concluded that noise associated with the ESSCSP's proposed parking structures would be of greatest annoyance to the sensitive receptors, these noise levels at the exterior of the sensitive receptors would not exceed the City's exterior standards, and impacts would be less than significant. Therefore, ESSCSP operations would result in less than significant impacts.

Analysis of Proposed Project

Less Than Significant With Mitigation Incorporated:

Construction

The Proposed Project site would be located farther from The Lakes at El Segundo Golf Course, but still adjacent to the Oceanside Christian Fellowship Church. Given the Proposed Project would require less construction on the Project site than the Approved Project, the length of construction and level of construction activities would be proportionately less than the Approved Project and as set forth in the FEIR. Proposed Project construction would be subject to the General Plan Noise Element and ESMC Chapter 7-2 (Noise and Vibration). Furthermore, Proposed Project construction would implement MM N-1 to reduce construction noise associated with future development by requiring preparation of a Construction Noise Management Plan to limit construction to the less noise sensitive periods of the day (i.e., between the hours of 7:00 AM and 6:00 PM) and ensuring that proper operating procedures are followed during construction such that nearby sensitive receptors are not adversely affected by noise (pursuant to ESMC Chapter 7-2-4 standards). Proposed Project impacts would be reduced to a less than significant level. Therefore, no new or more severe impact concerning the generation of substantial temporary or permanent increase in ambient noise levels in excess of standards would occur as a result of the Proposed Project.

Operations

The Proposed Project involves approximately 58 percent less (gross SF) development and approximately 55 percent fewer trips, as compared to the Approved Project. As the FEIR determined that off-site (traffic) noise levels resulting from the ESSCSP would be less than significant, the Proposed Project would also result in less than significant off-site noise levels. Proposed Project operations would include delivery trucks that could not expose sensitive receptors to excessive noise levels from the delivery trucks. The noise from the Proposed Project's mechanical equipment would be buffered by the Metro C (Green) Line, and impacts would be less than significant. Proposed Project impacts from operations would be less than significant. Therefore, no new or more severe impact concerning the generation of substantial temporary or permanent increase in ambient noise levels in excess of standards would occur as a result of the Proposed Project.

FEIR Mitigation Measures

- N-1** Before the City issues grading permits, the Project Applicant must demonstrate, to the satisfaction of the Director of Public Works that the Project complies with the following:

- All construction equipment must be equipped with mufflers and sound control devices (e.g., intake silencers and noise shrouds) no less effective than those provided on the original equipment and no equipment shall have an un-muffled exhaust.
- The contractor must maintain and tune-up all construction equipment to minimize noise emissions.
- Stationary equipment must be placed so as to maintain the greatest possible distance to the sensitive receptors.
- All equipment servicing must be performed so as to maintain the greatest possible distance to the sensitive receptors.
- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction are required to be hydraulically or electronically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler must be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves must be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures must be used, such as drills rather than impact equipment, whenever feasible.
- A qualified “Noise Disturbance Coordinator” will be retained amongst the construction crew to be responsible for responding to any local complaints about construction noise. When a complaint is received, the Disturbance Coordinator shall notify the City within 24 hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, malfunctioning muffler, etc.) and implement reasonable measures to resolve the complaint, as deemed acceptable by the Director of Planning and Building Safety.
- Select demolition methods to minimize vibration, where possible (e.g., sawing masonry into sections rather than demolishing it by pavement breakers).

4.12b Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?

Summary of Previous Environmental Analysis (FEIR pp. 5.5-16 – 5.5-17)

The FEIR concluded that groundborne noise and vibration would occur during construction activities due to operation of heavy-duty trucks, backhoes, and other heavy-duty construction equipment. Operation of construction equipment would generate vibrations that spread through the ground and diminish rapidly in amplitude with distance from the source. As indicated in FEIR Table 5.5-8: Typical Vibration Levels for Construction Equipment, the vibration velocities from the construction equipment that would be utilized during ESSCSP construction combined with the commercial/light industrial and institutional uses located approximately 50 feet east of the ESSCSP area would be below the 0.2 inch-per-second PPV significance threshold. Vibration impacts associated with construction would be less than significant. The uses proposed in the ESSCSP are not anticipated to generate high levels of groundborne noise and vibration. Therefore, vibration impacts associated with operations would be less than significant.

Analysis of Proposed Project

Less Than Significant Impact: Proposed Project construction could generate varying degrees of groundborne vibration depending on the construction procedure and the construction equipment used. The Proposed Project site would be located farther from The Lakes at El Segundo Golf Course, but still adjacent to the Oceanside Christian Fellowship Church. Given the Proposed Project would require less construction on the Proposed Project site than the Approved Project, the length of construction and level of construction activities would be proportionately less than the Approved Project. As construction would be reduced as compared to the Approved Project, Proposed Project construction vibration impacts would be less than significant. The Proposed Project's uses are not anticipated to generate excessive groundborne vibration or noise levels. Operations of the Proposed Project would include truck deliveries. Due to the rapid drop-off rate of ground-borne vibration and the short duration of the associated events, vehicular traffic-induced ground-borne vibration is rarely perceptible beyond the roadway right-of-way, and rarely results in vibration levels that cause damage to buildings in the vicinity. Therefore, no new or more severe impact concerning the generation of excessive groundborne vibration or groundborne noise levels would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.12c For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, p. 4.12-2)

See Threshold 4.8e Summary of Previous Environmental Analysis above.

Analysis of Proposed Project

Less Than Significant Impact: See Threshold 4.8e Analysis of Proposed Project above.

FEIR Mitigation Measures

No mitigation required.

4.13 Population and Housing

4.13a Would the Project induce substantial unplanned population growth in an area, either directly or indirectly?

Summary of Previous Environmental Analysis (FEIR pp. 5.9-8 – 5.9-11)

As indicated in the FEIR, the ESSCSP would not propose new residential land uses, and therefore, would not induce population growth directly through housing. Additionally, although the ESSCSP would propose improvements/modifications to existing roads and infrastructure, it would not involve the extension of roads or other infrastructure into undeveloped areas. Therefore, the ESSCSP would not induce population growth indirectly through extension of roads or other infrastructure.

As shown in FEIR Table 5.9-8: Project Compared to Existing Conditions, the ESSCSP would increase the City's employment by 4,598 jobs, or approximately 5.1 percent over existing conditions in 2015. The ESSCSP's increase in employment could result in population growth within the City, as the potential exists that future employees could relocate to the City. However, estimating the number of employees who could relocate to the City would be highly speculative. Furthermore, numerous alternative housing opportunities would be available to future employees. The ESSCSP's potential population growth is considered less than significant, since it is anticipated that significantly fewer than 377 of the Proposed Project's future employees would chose to relocate to the City due to the availability of numerous alternative housing opportunities within the City and neighboring cities and jobs created by the Proposed Project could be filled in part by the approximately 20,200 unemployed persons who already reside in the City and neighboring cities. Therefore, impacts would be less than significant.

Analysis of Proposed Project

Less Than Significant Impact: The Proposed Project would not develop residential land uses, and therefore, would not induce population growth directly through housing. The Proposed Project would propose improvements/modifications to existing roads and infrastructure to serve the new uses on the Proposed Project site, but would not extend into undeveloped areas. Therefore, the Proposed Project would not induce population growth indirectly through extension of roads or other infrastructure.

As shown in **Table 4-4: Comparison of Existing and Proposed Employment Forecast**, Proposed Project implementation would increase the City's employment by approximately 377 jobs, or approximately 49 percent fewer jobs, as compared to 744 jobs estimated for the Approved Project. When compared to the existing conditions in the City as noted in the FEIR, the Proposed Project would increase the City's employment by approximately 0.74 percent (377 jobs) over existing conditions (50,902 jobs). The Proposed Project's potential population growth from new employees relocating to the City is considered less than significant, since the Proposed Project's future employees could also choose to relocate to available alternative housing opportunities in neighboring jurisdictions.

Table 4-4: Comparison of Existing and Proposed Employment Forecast

Land Use ¹	Employment Factor (SF per Employee) ¹	Square Feet (net)	Employment Estimate
Existing Conceptual Development Scenario			
Office	440	327,680	744
Proposed Conceptual Development Scenario			
Office	440	126,448	288
Warehouse	1,518	5,237	4
Special Staff		NA	85
<i>Total Proposed Project</i>		<i>131,685</i>	<i>377</i>
<i>Proposed Project Compared to Existing Conceptual Development Scenario (number)</i>			<i>-367</i>
<i>Proposed Project Compared to Existing Conceptual Development Scenario (percent)</i>			<i>-49%</i>
Note:			
1. Based on FEIR Table 5.9-7: Project Employment Forecast.			

The Proposed Project would not induce substantial unplanned population growth through employment in the City, either directly or indirectly, and impacts would be less than significant. Therefore, no new or more severe impact concerning population and housing would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.13b Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, p. 4.13-2)

As indicated in the FEIR, no housing units exist in the ESSCSP. The ESSCSP would not displace housing or people, necessitating the construction of replacement housing elsewhere. Therefore, the FEIR concluded no impact in this regard.

Analysis of Proposed Project

No Impact: The Proposed Project would not displace housing or people in the ESSCSP. Therefore, the Proposed Project would have no impact on displacement and no mitigation is required. No new or more severe impact concerning displacement would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.14 Public Services

4.14a Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for:

(i) Fire protection?

Summary of Previous Environmental Analysis (FEIR pp. 5.10-7 – 5.10-8)

The FEIR indicated that the ESSCSP would not propose new or physically altered fire protection facilities. While the ESSCSP would increase the non-residential land uses, which would result in an increased demand for fire protection services, the ESFD confirmed there would be no need to add a new fire station as a result of the ESSCSP. The FEIR also concluded that the ESSCSP would not increase response times to the ESSCSP area or surrounding vicinity or require the construction of new or physically altered fire protection facilities. The ESSCSP would be required to comply with ESMC Chapter 15-27A, which requires payment of a development impact fee, to minimize, to the greatest extent practicable, the ESSCSP's development impact on the City's fire protection services. Compliance with ESMC Chapter 15-27A would ensure that applicants of future development projects within the ESSCSP area pay their fair share of the costs of providing the necessary public services and public facilities, including fire suppression facilities, vehicles, and equipment. All future development would also comply with the requirements set forth in

the California Fire Code, California Building Code, and ESMC Title 13, Building Regulations. Therefore, compliance with all applicable codes and regulations, as well as ESMC Chapter 15-27A, would ensure that the ESSCSP would result in less than significant impacts to fire protection services.

Analysis of Proposed Project

Less Than Significant Impact: The Proposed Project would not develop new or physically altered fire protection facilities. The Proposed Project's land uses would be similar to those permitted under the ESSCSP, but would involve approximately 58 percent less gross floor area when compared to the Approved Project. The Proposed Project would be required to comply with ESMC Chapter 15-27A, which requires payment of a development impact fee to minimize, to the greatest extent practicable, the Proposed Project's development impact on the City's fire protection services. The Proposed Project would be required to comply with the California Fire Code, California Building Code, and ESMC Title 13 to ensure that the Proposed Project would result in less than significant impacts to fire protection services. No new or more severe impact concerning fire protection services would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.14a Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for:

(ii) Police protection?

Summary of Previous Environmental Analysis (FEIR pp. 5.10-8 – 5.10-9)

The FEIR indicated that the ESSCSP would not propose new or physically altered police protection facilities. While the ESSCSP would increase the non-residential land uses, which would result in an increased demand for police protection services, the El Segundo Police Department (ESPD) confirmed there would be no need to add a new police station as a result of the ESSCSP. The FEIR noted that according to the ESPD, the ESSCSP would increase calls for service, which would increase response times and potentially require an additional officer or resources. The ESSCSP would be required to comply with ESMC Chapter 15-27A, which requires payment of a development impact fee, to minimize, to the greatest extent practicable, the ESSCSP's development impact on the City's police protection services. Compliance with ESMC Chapter 15-27A would ensure that applicants of future development projects within the ESSCSP area pay their fair share of the costs of providing the necessary public services and public facilities, including law enforcement facilities, vehicles, and equipment. All future development would also comply with the ESPD's security requirements, which include lighting, landscaping, addressing, bicycle racks, trash dumpsters, access control, doors and door hardware, parking structures, security cameras, and tenant improvement requirements for individual commercial/retail establishments, among others. The ESPD would review each future site plan before approval and impose standard conditions of approval to ensure adequate design features are included to minimize any potential increase in demand for police protection services. Therefore, compliance with ESPD's security requirements and ESMC Chapter 15-27A would ensure that the ESSCSP would result in a less than significant impact to police protection services.

Analysis of Proposed Project

Less Than Significant Impact: The Proposed Project would not develop new or physically altered police protection facilities. The Proposed Project's proposed land uses would be similar to those permitted under the ESSCSP, but would involve approximately 58 percent less gross floor area when compared to the Approved Project. The Proposed Project would include various types of lighting surrounding the parking lot perimeters and around the corporate headquarters and maintenance buildings to minimize darkened areas and potential hazards. The parking lots would be tended by a security booth, and all entrances to the buildings on-site would be through a secured gated area or main entry lobby. Six types of perimeter fencing would also be proposed around the Proposed Project site, corporate headquarters building, and surface parking lots. Given the Proposed Project's scope and nature, it is not anticipated to result in an increase in response times or require additional officers or resources. Also, the Proposed Project would be required to comply with ESMC Chapter 15-27A, which requires payment of a development impact fee to minimize, to the greatest extent practicable, the Proposed Project's development impact on the City's police protection services. The Proposed Project would be required to comply with the ESPD's security requirements and ESMC Chapter 15-27A to ensure that the Proposed Project would result in less than significant impacts to police protection services. No new or more severe impact concerning police protection services would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.14a Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for:

(iii) Schools?

Summary of Previous Environmental Analysis (FEIR pp. 5.10-9 – 5.10-10)

The FEIR indicated that the ESSCSP would be situated within the Wiseburn School District (WSD) and the Centinela Valley Union High School District (CVUHSD). The ESSCSP does not propose new or physically altered school facilities. However, the ESSCSP would increase the non-residential land uses, which could indirectly result in increased enrollment within the WSD and CVUHSD. As noted in the FEIR, the WSD does not base its attendance on student generation rates, and enrollment is regulated through inter-district permits. Therefore, any increase in enrollment in the WSD would be limited. The CVUHSD also does not utilize student generation rates. Under Education Code §§ 17620, *et seq.*, school districts collect impact fees from developers of new commercial/industrial building space. Pursuant to Government Code §65996, school fees imposed through the Education Code are deemed to be full mitigation for new development projects, and no additional mitigation measures would be imposed by the City. Developer impact fees would be imposed on future applicants within the ESSCSP area. Thus, compliance with the Education Code and Government Code would ensure that the ESSCSP would result in less than significant impacts to schools.

Analysis of Proposed Project

Less Than Significant Impact: The Proposed Project would not develop new or physically altered school facilities. The Proposed Project's proposed land uses would be similar to those permitted under the ESSCSP, but would involve approximately 58 percent less gross floor area when compared to the Approved Project. The Proposed Project would comply with the Education Code and Government Code, and the Project Applicant would pay the impact fee to offset the cost of providing services for any additional students generated by the Proposed Project. Therefore, the Proposed Project would result in less than significant impacts to schools. No new or more severe impact concerning schools would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.14a Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for:

(iv) Parks?

Summary of Previous Environmental Analysis (FEIR pp. 5.10-11 – 5.10-12)

The FEIR indicated that there are approximately 16 acres of privately-owned recreational resources in the northwest corner of the ESSCSP, which is available for private use by Raytheon's employees. The ESSCSP would remove those private outdoor recreational uses and provide approximately 7.5 acres of new recreational facilities at the southeast corner of the Raytheon Campus, which would also be available for private use by Raytheon's employees. The ESSCSP would not involve residential development and therefore, would not induce substantial population growth through new residential development that would generate a significant demand for park facilities. The existing employees in the ESSCSP would utilize the existing and new park and recreational facilities offered by the ESSCSP and would have minimal opportunity to use the City's facilities. The ESSCSP would be required to comply with ESMC Chapter 15-27A, which requires payment of a development impact fee, to minimize, to the greatest extent practicable, the ESSCSP's development impact on the City's parks and recreational facilities. Compliance with ESMC Chapter 15-27A would ensure that applicants of future development projects within the ESSCSP area pay their fair share of the costs of providing the necessary public services and public facilities, including parks/open space and recreational facilities and public use (community centers) facilities. Therefore, compliance with ESMC Chapter 15-27A would ensure that the ESSCSP would not result in substantial adverse physical impacts associated with the need for new or physically altered park facilities, and impacts would be less than significant.

Analysis of Proposed Project

Less Than Significant Impact: The Proposed Project's proposed land uses would be similar to those permitted under the ESSCSP, but would involve approximately 58 percent less gross floor area when compared to the Approved Project. While the Proposed Project would not develop new or physically altered parks or recreational facilities, the proposed corporate headquarters building would include

various amenities, such as training and weight rooms, an auditorium, and natural grass fields for internal use.

Additionally, the ESSCSP included a private outdoor recreational facility for Raytheon employees totaling 7.54 acres within Lot 11. The Proposed Project would decrease the land available for this private facility to approximately 7.34 acres on Lots 10 and 11 (a decrease of 0.20 acres). This change would not generate the need for new or physically altered recreational facilities elsewhere to meet any parkland standard given it is a private facility. Additionally, the Proposed Project would not generate any demand for recreational facilities given it does not include residential uses but does include various private recreational amenities for internal use.

The Proposed Project would be required to comply with ESMC Chapter 15-27A, which requires payment of a development impact fee to minimize, to the greatest extent practicable, the Proposed Project's development impact on the City's parks and recreational facilities. Therefore, compliance with ESMC Chapter 15-27A would ensure that the Proposed Project would result in less than significant impacts to parks and recreational facilities. No new or more severe impact concerning parks and recreational facilities would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.14a Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for:

(v) Other Public Facilities?

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, p. 4.14-3)

The FEIR indicated that the ESSCSP would not include residential development or induce substantial population growth. Therefore, the ESSCSP would not generate a significant demand for new physically altered library facilities or result in adverse physical impacts associated with library facilities. The ESSCSP would be required to comply with ESMC Chapter 15-27A, which requires payment of a development impact fee, to minimize, to the greatest extent practicable, the ESSCSP's development impact on the City's libraries. Compliance with ESMC Chapter 15-27A would ensure that applicants of future development projects within the ESSCSP area pay their fair share of the costs of providing the necessary public services and public facilities. Therefore, compliance with ESMC Chapter 15-27A would ensure that the ESSCSP would result in less than significant impacts to library facilities.

Analysis of Proposed Project

Less Than Significant Impact: The Proposed Project would not include residential development that would generate substantial population growth generating a demand for library facilities. The Proposed Project's proposed land uses would be similar to those permitted under the ESSCSP, but would involve approximately 58 percent less gross floor area when compared to the Approved Project. The Proposed

Project would be required to comply with ESMC Chapter 15-27A, which requires payment of a development impact fee to minimize, to the greatest extent practicable, the Proposed Project's development impact on the City's libraries. The Proposed Project would be required to comply with ESMC Chapter 15-27A to ensure that the Proposed Project would result in less than significant impacts to library facilities. No new or more severe impact concerning libraries would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.15 Recreation

4.15a 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?

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, p. 4.15-1)

See Threshold 4.14a(iv) Summary of Previous Environmental Analysis above.

Analysis of Proposed Project

Less Than Significant Impact: See Threshold 4.14a(iv) Analysis of Proposed Project above.

FEIR Mitigation Measures

No mitigation required.

4.15b Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Summary of Previous Environmental Analysis (FEIR pp. 5.10-11 – 5.10-12)

See Threshold 4.14a(iv) Summary of Previous Environmental Analysis above.

Analysis of Proposed Project

Less Than Significant Impact: See Threshold 4.14a(iv) Analysis of Proposed Project above.

FEIR Mitigation Measures

No mitigation required.

4.16 Transportation

4.16a Would the Project conflict with program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Summary of Previous Environmental Analysis (FEIR pp. 5.2-34 – 5.2-110)

The FEIR studied 71 intersections that would be located in the cities of El Segundo, Manhattan Beach, Redondo Beach, Hawthorne, and Los Angeles, and the County of Los Angeles. The ESSCSP proposes to

establish a net additional 2,142,457 gross SF over existing conditions. As shown in FEIR Table 5.2-27: Forecast Long-Range With Project Buildout Conditions Peak Hour Study Intersection LOS, with the addition of the trips generated by ESSCSP buildout, 13 intersections would continue to operate at an acceptable Level of Service (LOS) (LOS D or better), and 11 intersections would result in significant impacts. Implementation of MM TRA-1 through TRA-7 would reduce traffic impacts at Intersections 29, 32, 48, 49, 50, 53, and 55; however, only Intersection 49 would be reduced to a less than significant level. No mitigation would be feasible due to right-of-way limitations and existing structures at Intersections 38, 51, 62, and 69. Therefore, impacts at Intersections 29, 32, 38, 48, 50, 51, 53, 55, 62, and 69 would remain significant and unavoidable. For the State Highway intersections, the ESSCSP would have potentially significant impacts at Intersections 7, 13, and 57. With implementation of MM TRA-8 and TRA-9, traffic impacts would be reduced at Intersection 57 to less than significant levels. However, Intersections 7, which would have no feasible mitigation measures due to right-of-way limitations and existing structures) and 13 would also remain significant and unavoidable.

The FEIR identified the following transit services available in the ESSCSP's vicinity:

- Metro Bus Line Route 125 travels along Rosecrans Avenue and intersects Sepulveda Boulevard
- Metro Bus Line Route 232 travels along Sepulveda Boulevard and intersects Rosecrans Avenue
- Metro C (Green) Line 801 travels alongside the ESSCSP and stops at El Segundo Station, located at El Segundo Boulevard and Nash Street

The ESSCSP is forecast to generate approximately 149 AM peak hour transit trips, approximately 153 PM peak hour transit trips, and approximately 1,303 daily transit trips. Since the ESSCSP transit trips can be accommodated by existing transit service in the vicinity, no significant transit impacts would occur, and impacts would be less than significant.

There are no bicycle facilities located in the ESSCSP's vicinity. ESMC Chapter 15-16 sets forth requirements for major new developments to provide facilities that encourage and accommodate the use of ridesharing, transit, pedestrian, and bicycle commuting as alternatives to single occupant motor vehicle trips. According to the ESCM Chapter 15-16-2, before approval of any development project, the Applicant must provide for, at a minimum, all of the applicable Transportation Demand Management (TDM) and trip reduction measures. As described in FEIR Table 5.1-1: General Plan Consistency Analysis, the ESSCSP proposes a 6.0-foot wide Class II, on-street bicycle lane, on each side of the street, within the Nash Street extension. Therefore, following compliance with the ESMC, impacts would be less than significant related to bicycle and pedestrian facilities.

Overall, the FEIR concluded that the ESSCSP would result in significant and unavoidable impacts related to conflicting with program, plan, ordinance or policy addressing the circulation system.

Analysis of Proposed Project

Less Than Significant Impact: The Proposed Project's proposed land uses would be similar to those permitted under the ESSCSP, but would involve approximately 58 percent less gross floor area and approximately 55 percent fewer trips when compared to the Approved Project. The ESSCSP has a trip ceiling of 3,042 AM peak hour trips, 3,120 total PM peak hour trips, and 26,585 total daily trips; see ESSCSP Table III-3: Project Trip Ceiling for Trips Associated with New Development Within the ESSCSP Area. As of

October 21, 2021 (i.e., inclusive of Phase I entitled development), approximately 2,954 AM peak hour trips, approximately 2,965 PM peak hour trips, and approximately 24,756 total daily trips remain within the ESSCSP; see **Appendix A: ESSCSP Phase I Development Tracking Table**. As shown in the *Trip Generation Assessment - ESSCSP – Southeast Quad* (Fehr & Peers, October 28, 2021) (see **Appendix C: Trip Generation Assessment**)⁹ and in **Table 4-5: Comparison of Existing and Proposed Trip Generation**, the Proposed Project would generate a 267 AM peak hour trips, 230 PM peak hour trips, and 1,808 total daily trips. As shown in **Table 4-5**, the Proposed Project would result in approximately 55 percent fewer daily vehicle trips than the Approved Project.

Table 4-5: Comparison of Existing and Proposed Trip Generation

Land Use	ITE Code	Size	Daily	Estimated Trip Generation ¹					
				AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
ESSCSP									
ESSCSP All Uses	N/A		26,585	2,634	408	3,042	631	2,489	3,120
Existing Conceptual Development Scenario ²									
Office	710	367,002 SF	4,048 (48)	504 (0)	69 (0)	573 (0)	93 (1)	454 (4)	547 (5)
Proposed Conceptual Development Scenario									
Corporate Headquarters and Recreation Facility Internal capture (1% PM / 1% ADT) ³	710	148,050 SF	1,633 (16)	203 0	28 0	231 0	38 0	183 (2)	221 (2)
Special staff	-- ⁴	85 emp	170	34	0	34	0	9	9
Subtotal Lots 7 and 8	--	--	1,787	237	28	265	38	190	228
Warehouse	150	5,865 SF	21	2	0	2	1	1	2
Total Proposed Project Trips			1,808	239	28	267	39	191	230
Proposed Project Compared to Existing Conceptual Development Scenario (number)			-2,240						
Proposed Project Compared to Existing Conceptual Development Scenario (percent)			-55%						
Proposed Project Proportion of ESSCSP			6.8%						
Notes:									
1. Source: Institute of Transportation Engineers (ITE) <u>Trip Generation Manual</u> , 9th Edition									
2. Source: Fehr & Peers, <i>Trip Generation Assessment - ESSCSP – Southeast Quad</i> , October 28, 2021.									
3. Internal capture represents the percentage of trips occurring between land uses proposed or already operating within the site (Raytheon South Campus).									
4. All employees were assumed to travel in single occupancy vehicles. To be conservative, 40% of the employees were assumed to travel during the AM peak hour and 10% in the PM peak hour.									
PCE = Passenger Car Equivalent; KSF = Thousand Square Feet									
Source: Fehr & Peers, <i>Trip Generation Assessment – ESSCSP – Southeast Quad</i> , October 28, 2021. Provided in Appendix C.									

⁹ Kimley-Horn conducted a third-party review of the Proposed Project's *Trip Generation Assessment* on behalf of the City; see **Appendix C: Trip Generation Assessment**. The third-party review concluded the analyses meet the applicable provisions of CEQA and the State CEQA Guidelines.

With implementation of the Proposed Project, approximately 2,687 AM peak hour trips, approximately 2,735 PM peak hour trips, and approximately 22,948 total daily trips would remain within the ESSCSP. Therefore, the Proposed Project would not cause the ESSCSP trip ceiling, as detailed in ESSCSP Table III-3, to be exceeded, and impacts related to the circulation system would be less than significant.

See Threshold 4.10b Analysis of Proposed Project above concerning consistency with programs, plans, ordinances, and policies addressing the circulation system. The Proposed Project would comply with ESMC Chapter 15-16, which requires the Project to provide facilities that encourage and accommodate the use of ridesharing, transit, pedestrian, and bicycle commuting as alternatives to single occupant motor vehicle trips. The Proposed Project would also include applicable TDM and trip reduction measures. As noted in Threshold 4.10b Analysis of Proposed Project above, the Proposed Project would be required to implement the City's Public Works Department conditions of approval related to the Nash Street extension. Therefore, impacts related to conflicting with program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities would be less than significant. No new or more severe impact would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.16b Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Summary of Previous Environmental Analysis

Not applicable since this threshold was not analyzed in the FEIR.

Analysis of Proposed Project

Less Than Significant Impact: State CEQA Guidelines §15064.3 codifies the change from LOS to VMT as a metric for transportation impact analysis. Pursuant to SB 743, VMT analysis is the primary method for determining transportation impacts under CEQA. The City is in the process of developing SB 743 implementation guidelines related to VMT analysis. Therefore, the State Office of Planning and Research (OPR)'s *Technical Advisory on Evaluating Transportation Impacts in CEQA* will be utilized for the VMT analysis. OPR acknowledges that CEQA documents released for public review before July 1, 2020 are not required to incorporate a VMT analysis, and that CEQA analyses prepared after July 1, 2020 may rely on a previously certified EIR that analyzes traffic impacts using the LOS metric. Lead agencies may use their discretion to determine if a VMT analysis is not required for later-prepared documents.¹⁰ See, e.g., *CREED v. San Diego* (2011) 196 Cal.App.4th 515; *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1320.) Therefore, a VMT analysis is not required for the Proposed Project. Notwithstanding, based on the VMT-based analysis provided below, the Proposed Project is presumed to result in a less than significant transportation impact concerning VMT.

The OPR Guidelines state that projects located within half mile from an existing major transit stop or within half of a mile from an existing stop along a high-quality transit corridor can be screened out, and

¹⁰ California Governor's Office of Planning and Research, SB 743 Frequently Asked Questions, <https://opr.ca.gov/ceqa/sb-743/faq.html#draft-docs>. Accessed November 3, 2021.

thus presumed to result in a less than significant transportation impact. As the Proposed Project would be located less than 0.5 miles south of the Metro C (Green) Line El Segundo station, the Proposed Project is screened out and is presumed to result in a less than significant transportation impact concerning VMT.

FEIR Mitigation Measures

No mitigation required.

4.16c Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Summary of Previous Environmental Analysis (FEIR pp. 5.2-34 – 5.2-110)

The FEIR concluded that while the proposed ESSCSP development would not result in incompatible uses, the ESSCSP's generated trips would result in impacts at study area intersections, which could lead to increased transportation hazards at study area intersections (e.g., a dangerous intersection). Therefore, ESSCSP implementation would result in significant and unavoidable impacts related to increased hazards due to a geometric design feature or incompatible use.

Analysis of Proposed Project

Significant and Unavoidable Impact: The Proposed Project would develop uses that are consistent with those assumed in the ESSCSP land use plan and evaluated in the FEIR. The Proposed Project land uses that would be consistent with the ESSCSP's land use plan and not result in incompatible uses. Additionally, the Proposed Project would result in approximately 55 percent fewer daily vehicle trips than the Approved Project. However, the Proposed Project would generate 1,808 total daily trips, which could lead to increased transportation hazards at study area intersections (e.g., a dangerous intersection). Therefore, the Proposed Project's uses could increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses, resulting in a significant and unavoidable impact, as concluded in the FEIR. It is noted that although the Proposed Project would result in a significant and unavoidable impact concerning increased transportation hazards, this significant and unavoidable impact was previously identified in the FEIR. No new or more severe impact concerning increased transportation hazards would occur, as a result of the Proposed Project. As described above, the Proposed Project would result in 55 percent less total daily trips, as compared to the Approved Project. Therefore, an additional finding concerning this significant impact is not required, since such a finding was already made in adopting the original FEIR, and this Addendum is the proper CEQA document per State CEQA Guidelines §§15162 and 15164 because no new significant environmental impacts have been identified.

The Proposed Project's modifications to realign the Nash Street extension would require minor utility relocations. The Proposed Project would also realign/relocate the Coral Circle connection to the Nash Street extension through Lots 20 and 22. The proposed modified circulation pattern would continue to provide for possible future connection from the Nash Street extension to Coral Circle (an easement through Lots 20 and 22) and capacity for additional parking for the Coral Circle businesses (Lots 20 and 22). As noted in Response to Threshold 4.10b Analysis of Proposed Project above, the City's Public Works Department analyzed the Nash Street extension and Coral Circle connection for compliance concerning function, capacity, and street classification and standards with the General Plan Circulation Element, the ESMC, and the ESSCSP, and found that the two proposed modifications would be in substantial

compliance.¹¹ The Proposed Project would implement the City's Public Works Department conditions of approval related to the Nash Street extension, which would also require that the design and construction of the Nash Street extension be subject to review and approval by the Director of Public Works and Director of Development Services. Complying with the conditions of approval would further ensure that the Proposed Project would not increase hazards due to a geometric design feature or incompatible uses. Impacts would be less than significant. No new or more severe impact concerning increasing hazards due to a geometric design feature or incompatible use would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.16d Would the Project result in inadequate emergency access?

Summary of Previous Environmental Analysis (FEIR pp. 5.7-27 – 5.7-34)

See Threshold 4.8f Summary of Previous Environmental Analysis above.

Analysis of Proposed Project

Less Than Significant With Mitigation Incorporated: See Threshold 4.8f Analysis of Proposed Project above.

FEIR Mitigation Measures

See MM HAZ-8, above.

4.17 Utilities and Service Systems

4.17a Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Summary of Previous Environmental Analysis (FEIR pp. 5.11-24 – 5.11-28, 5.11-35 – 5.11-36)

See Threshold 4.9c Summary of Previous Environmental Analysis above concerning storm water drainage improvements.

See Threshold 4.9a Summary of Previous Environmental Analysis above concerning electric power and natural gas improvements.

Water

The FEIR quantified the proposed potable water use within the ESSCSP based on the proposed land uses to be 308,168 gallons per day (gpd) or 457.3 acre-feet per year (AFY). The ESSCSP proposed a potable water system with three connection points to serve the proposed land uses, and approximately 6,600 linear feet of water lines within the ESSCSP boundary. Regarding fire flow, the City defers to Los Angeles County Fire Department standards, and all final fire flows would be based on building size, construction

¹¹ L. Carver, personal communication, October 21, 2021.

type, and relationship to other structures. MM USS-1 was recommended to require an additional analysis to determine the most feasible method for reducing velocities in the City's existing water system, which would also indicate the potential need to parallel off-site City pipelines or add service connections points for the ESSCSP. The ESSCSP also proposed recycled water use for irrigating existing and new landscaped areas. Therefore, the ESSCSP would require and result in the construction of new water facilities; however, the construction would occur primarily within the road rights-of-way, and impacts would be less than significant with mitigation incorporated.

Wastewater

The FEIR quantified the ESSCSP's projected average daily wastewater generation to be 308,168 gpd. As identified in the FEIR, sufficient capacity exists to sewer the entire ESSCSP in the southerly trunk; therefore, the ESSCSP would not require or result in the construction of new wastewater facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. However, the FEIR also identified that the Applicant may discharge a portion of the wastewater for the ESSCSP to the northerly trunk in El Segundo Boulevard. The ESSCSP would require additional capacity to the northerly trunk and would upsize the critical pipe segment. In the event the City permits the Applicant to sewer a portion of the development in the ESSCSP to the northerly trunk, the ESSCSP would be required to implement MM USS-2 such that an adequately sized relief sewer be installed within Douglas Street that connects with the trunk line at Coral Circle and Douglas Street and diverts sufficient sewer flow from the northerly trunk to provide adequate capacity.

The FEIR concluded that implementation of the ESSCSP would not result in significant impacts concerning utilities and service systems. However, the implementation of the below referenced Mitigation Measures was recommended.

Telecommunication Facilities

The FEIR identified that telecommunications service to the ESSCSP area is proposed via the existing line located along the ESSCFSP's eastern boundary, within the property line. There would be one connection point to serve the ESSCSP, approximately mid-way along the eastern property line. All construction impacts would occur primarily within the road rights-of-way. The FEIR concluded that implementation of the ESSCSP would not result in significant impacts related to telecommunications, and no mitigation is required.

Analysis of Proposed Project

Less Than Significant With Mitigation Incorporated:

Water

The FEIR anticipated that the entire ESSCSP area would demand approximately 308,168 gpd or 457.3 AFY. The ESSCSP would include three new connection points to serve the ESSCSP. The Proposed Project would be located within the ESSCSP and would include similar uses already analyzed in the FEIR, but would develop approximately 58 percent less gross floor area than the Approved Project. As concluded in Threshold 4.17b Analysis of Proposed Project below, while the Proposed Project's water demand would be less than the Approved Project, the Proposed Project would still be required to implement MM USS-1

to require additional analysis of the regional system to reduce system velocities during peak system demands. With implementation of MM USS-1, impacts would be reduced to less than significant.

Wastewater

The FEIR anticipated that the entire ESSCSP area would generate approximately 308,168 gpd of wastewater. The Proposed Project would be located within the ESSCSP and would include similar uses but would develop approximately 58 percent less gross floor area than the Approved Project. This analysis assumes the Proposed Project would be serviced by the City's existing 21-inch trunk sewer (D-207) (i.e., the "southerly trunk sewer") located near the Proposed Project site's southeast corner; see FEIR Exhibit 5.11-3: Existing Sewer System. The FEIR concluded that the entire ESSCSP could be serviced by the southerly trunk, which would not require or result in the construction of new wastewater facilities or expansion of existing facilities. As concluded in Threshold 4.17c Analysis of Proposed Project below, the Proposed Project's wastewater generation would be less than the Approved Project. Therefore, impacts would be less than significant.

Telecommunication Facilities

The Proposed Project site is located in a developed and urbanized area in the City and the ESSCSP that is already served by existing telecommunication services. The Proposed Project would install telecommunication lines in El Segundo Boulevard and along the western boundary of the ESSCSP. Existing telecommunication lines exist along the eastern boundary of the ESSCSP. Construction impacts associated with the installation of new telecommunication infrastructure were already analyzed as part of the FEIR. Installation of the infrastructure would be limited to on-site distribution and minor off-site work associated with connections to the public systems. Therefore, it is anticipated that the Proposed Project would not require or result in the relocation or construction of new or expanded telecommunication facilities, the construction or relocation of which could cause significant environmental effects that have not already been addressed in the FEIR. Therefore, impacts would be less than significant.

Conclusion

Overall, impacts concerning water facilities would be less than significant with implementation of MM USS-1. Impacts concerning wastewater and telecommunication facilities would be less than significant. No new or more severe impacts concerning relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities would occur as a result of the Proposed Project.

FEIR Mitigation Measures

USS-1 Before the City issues a building permit, the Applicant's Engineering Representative must coordinate with the Director of Public Works, or designee, to increase capacity of the City's High Pressure Zone in the vicinity of the Project site. This will include, at a minimum, regional system analysis of the City's Water System using the City's system-wide computer model with the goal of reducing system velocities during peak demands adjacent to the Project site. The Director of Public Works, or designee, will determine the system improvement options that are required.

4.17b Would the Project have sufficient water supplies available to serve the project?

Summary of Previous Environmental Analysis (FEIR pp. 5.11-34 – 5.11-35)

The FEIR anticipated that the entire ESSCSP area would demand approximately 308,168 gpd or 457.3 AFY. In accordance with SB 610 and SB 221, a Water Supply Assessment (WSA) was prepared for the ESSCSP to verify that sufficient water supply is available to the water provider during normal, single dry, and multiple dry years within a 20-year projection that would meet the ESSCSP's projected demand, in addition to existing and planned future uses. The FEIR concluded there would be sufficient water supplies available to serve the ESSCSP from existing entitlement and resources, and no new or expanded entitlement would be needed. Impacts would be less than significant.

Analysis of Proposed Project

Less Than Significant Impact: The Proposed Project would develop land uses that would be similar to those permitted under the ESSCSP, although with approximately 58 percent less gross floor area than the Approved Project. As shown in **Table 4-6: Proposed Project Potable Water Demand**, the Proposed Project's water demand is estimated to be approximately 25,420.5 gpd. The Proposed Project's natural grass fields would utilize recycled water as proposed in the ESSCSP; therefore, the fields would not generate additional potable water demand that was not anticipated as part of the ESSCSP and analyzed in the FEIR.

Table 4-6: Proposed Project Potable Water Demand

Land Use ¹	Square Feet	Flow Factor	Average Flow (gpd)
Office	126,448	200 gpd/ksf	25,289.6
Warehouse	5,237	25 gpd/ksf	130.9
Total Proposed Project			25,420.5
Note:			
1. Based on FEIR Table 5.11-6: Project Potable Water Demand.			

As the Proposed Project would develop less square footage than the Approved Project, the Proposed Project would be adequately served by the water provider and impacts would be less than significant. No new or more severe impact concerning sufficient water supply would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.17c Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Summary of Previous Environmental Analysis (FEIR pp. 5.11-35 – 5.11-36)

The FEIR anticipated that the entire ESSCSP area would generate approximately 308,168 gpd of wastewater. The Joint Water Pollution Control Plant (JWPCP) was operating at approximately 66 percent capacity based on a design capacity of 400 million gallons per day (MGD) and the current (at time of EIR

preparation) treatment totaled approximately 265.4 MGD. Therefore, approximately 134.6 MGD of available capacity existed at the JWPCP to serve the ESSCSP. The ESSCSP's 308,168 gpd (or 0.31 MGD) would not exceed the available capacity at the JWPCP and impacts would be less than significant.

Analysis of Proposed Project

Less Than Significant Impact: The Proposed Project would develop land uses that would be similar to those permitted under the ESSCSP and would involve approximately 58 percent less gross floor area when compared to the Approved Project. As shown in **Table 4-7: Proposed Project Wastewater Generation**, the Proposed Project is anticipated to generate 25,420.5 gpd (0.03 MGD) of wastewater.

Table 4-7: Proposed Project Wastewater Generation

Land Use ¹	Square Feet	Flow Factor	Average Flow (gpd)
Office	126,448	200 gpd/ksf	25,289.6
Warehouse	5,237	25 gpd/ksf	130.9
Total Proposed Project			25,420.5
Note:			
1. Based on FEIR Table 5.11-8: Project Wastewater Generation.			

As the Proposed Project would develop less square footage than the Approved Project, the JWPCP would have adequate and sufficient capacity to accommodate the Proposed Project, and the JWPCP would not be required to increase its design capacity. Therefore, the Proposed Project would have a less than significant impact on wastewater. No new or more severe impact concerning wastewater treatment provider and capacity would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.17d Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Summary of Previous Environmental Analysis (FEIR pp. 5.11-36 – 5.11-38)

The FEIR anticipated that the entire ESSCSP area would generate approximately 8,761 tons per year (tpy) of solid waste. Consolidated Disposal Inc. would provide solid waste collection services to the ESSCSP and would be able to serve the ESSCSP. The ESSCSP would be served by a landfill with permitted capacity to accommodate the ESSCSP's solid waste disposal needs. Further, as described Threshold 4.17e Summary of Previous Environmental Analysis below, the ESSCSP would comply with the City's Source Reduction and Recycling Element (SRRE) to divert solid waste. Some source reduction programs available to the commercial uses proposed within the ESSCSP include Commercial On-Site Greenwaste Pick-Up; Electronic Waste; Commercial On-site Pick-Up; and Business Waste Reduction Program. Compliance with the SRRE would reduce the volume of solid waste ultimately disposed of at the landfill. Compliance with the SRRE would also allow the ESSCSP to further the City's goal of exceeding Assembly Bill (AB) 939's 50 percent diversion requirement. Therefore, the ESSCSP would not result in solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Impacts would be less than significant.

Analysis of Proposed Project

Less Than Significant Impact: The Proposed Project would develop land uses that would be similar to those permitted under the ESSCSP, and would involve approximately 58 percent less gross floor area when compared to the Approved Project. As shown in **Table 4-8: Proposed Project Solid Waste Generation**, the Proposed Project is anticipated to generate approximately 723.4 tpy, which would be accommodated at the same landfills with permitted capacity to accommodate the ESSCSP's 8,761 tpy of solid waste. The Proposed Project would be required to comply with the SRRE to divert solid waste, which would assist the City in meeting and exceeding the AB 939's diversion requirements.

Table 4-8: Proposed Project Solid Waste Generation

Land Use ¹	Employees ²	Generation Rate (lbs/day/emp)	Generation (lbs/day)	Generation (tpy)
Office	288	10.53	3,032.6	553.5
Warehouse	4	8.93	35.7	6.5
Special Staff	85	10.53	895.1	163.4
Total Proposed Project			3,963.4	723.4
Notes:				
1. Based on FEIR Table 5.11-6: Project Potable Water Demand.				
2. Based on Table 4-4: Proposed Project Employment Forecast.				

As the Proposed Project would develop less square footage than what was anticipated on the Proposed Project site under the ESSCSP, the Proposed Project would be adequately served by the identified landfills and impacts would be less than significant. No new or more severe impact concerning solid waste generation would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.17e Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Summary of Previous Environmental Analysis (FEIR pp. 5.11-36 – 5.11-38)

See Threshold 4.17d Summary of Previous Environmental Analysis above.

Analysis of Proposed Project

Less Than Significant Impact: See Threshold 4.17d Analysis of Proposed Project above.

FEIR Mitigation Measures

No mitigation required.

4.18 Wildfire

- 4.18a *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?*
- 4.18b *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*
- 4.18c *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*
- 4.18d *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

Summary of Previous Environmental Analysis (FEIR Section 10.1: Notice of Preparation/Initial Study/Environmental Checklist, p. 4.8-3)

The revised State CEQA Guidelines include a new separate discussion for Wildfire hazards. Although not addressed as a separate threshold, the FEIR's Hazards and Hazardous Materials analysis (see Threshold 4.8g Summary of Previous Environmental Analysis above) noted that the ESSCSP area consists of, and is surrounded by, urban/developed land. Furthermore, the ESSCSP is not located within a Very High Fire Hazard Severity Zone. Therefore, no impacts would occur.

Analysis of Proposed Project

No Impact: The Proposed Project site is not located within a Very High Fire Hazard Severity Zone. Therefore, the Proposed Project would have no impact concerning wildfires, and no mitigation is required. No new or more severe impact concerning wildfires would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.19 Energy

- 4.19a *Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

Summary of Previous Environmental Analysis (FEIR pp. 6-6 – 6-9)

The updated State CEQA Guidelines include a new separate threshold for Energy. Although not addressed as a separate threshold in the FEIR, the FEIR analyzed energy conservation in FEIR Section 6.4.1: Project Energy Consumption.

Regarding energy utilized during short-term construction, the ESSCSP would incorporate MM AQ-4 to ensure that development associated with the ESSCSP would utilize diesel construction equipment that complies with at least Tier 3-level emissions standards. The use of Tier-3 off-road engines would improve the fuel economy of the equipment fleet. There are no unusual characteristics of the ESSCSP that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. Implementation of MM AQ-4 would further minimize energy utilized during construction. Therefore, it is expected that fuel consumption associated with ESSCSP construction would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. Impacts would be less than significant.

During operations, the ESSCSP would not result in any unusual characteristics that would result in excessive long-term operational fuel consumption. The ESSCSP is located adjacent to the Metro C (Green) Line, which would reduce the use of transportation fuel. Future development within the ESSCSP would also be required to comply with ESMC Chapter 15-16, which would require developments to provide facilities that encourage and accommodate the use of ridesharing, transit, pedestrian, and bicycle commuting. The ESSCSP would also include bicycle network improvements. Therefore, the ESSCSP would reduce the use of transportation energy. For building energy, the ESSCSP would implement MM GHG-1 and include several energy efficiency measures, including exceeding Title 24 requirements as set forth in the CCR, high-efficiency lighting, shade trees, and high efficiency heating and cooling systems. The ESSCSP would adhere to all federal, State, and local requirements for energy efficiency, including Title 24 standards, the California Building Code, Energy Code, Mechanical Code, Fire Code, and CALGreen Code. Therefore, the ESSCSP would not result in inefficient, wasteful, or unnecessary consumption of energy during operation, and impacts would be less than significant.

Analysis of Proposed Project

The Proposed Project would require less construction on the Proposed Project site than assumed for the Approved Project. Therefore, energy used during construction would be less than the Approved Project. During operation, the Proposed Project's proposed land uses would be similar to those permitted under the ESSCSP, but would involve approximately 58 percent less gross floor area and would generate approximately 55 percent fewer trips when compared to the Approved Project. Therefore, the energy required for the Proposed Project and the transportation fuel associated with the Proposed Project vehicle trips would also be proportionately less than the Approved Project. The Proposed Project would be required to comply with ESMC Chapter 15-16 to provide facilities that encourage and accommodate multi-modal transportation. The Proposed Project would implement MM GHG-1 and several energy efficiency measures to further minimize the energy required for the Proposed Project. The Proposed Project would be required to comply with all federal, State, and local requirements for energy efficiency. Therefore, the Proposed Project would not result in inefficient, wasteful, or unnecessary consumption of energy and impacts would be less than significant. No new or more severe impact concerning the consumption of energy resources would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.19b Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Summary of Previous Environmental Analysis (FEIR pp. 6-6 – 6-9)

The updated State CEQA Guidelines include a new separate threshold for Energy. Although not addressed as a separate threshold in the FEIR, the FEIR analyzed energy conservation in FEIR Section 6.4.1: Project Energy Consumption. Regarding conflicting with or obstructing a State or local plan for renewable energy or energy efficiency, the ESSCSP would comply with all federal, State, and local requirements for energy efficiency. ESSCSP development would not preclude or conflict with plans or policies for renewable energy. Therefore, impacts would be less than significant.

Analysis of Proposed Project

The Proposed Project would comply with all federal, State, and local requirements for energy efficiency. Through implementation of MM GHG-1, the Proposed Project would comply with requirements of Title 24, which would include installing high efficiency lighting, HVAC systems, water-efficient fixtures, etc. Therefore, development of the Proposed Project would not preclude or conflict with plans or policies for renewable energy, and impacts would be less than significant. No new or more severe impact concerning conflicts with or obstruction of a State or local plan for renewable energy or energy efficiency would occur as a result of the Proposed Project.

FEIR Mitigation Measures

No mitigation required.

4.20 Tribal Cultural Resources

4.20a Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

4.20b Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Summary of Previous Environmental Analysis

Not applicable since tribal cultural resources were not analyzed in the FEIR.

Analysis of Proposed Project

This section briefly examines potential impacts related to tribal cultural resources that could result from the Proposed Project. This analysis is based primarily on the FEIR's Cultural Resources analysis and as described under Thresholds 4.5a through 4.5d above.

Public Resource Code (PRC) §21074 defines a tribal cultural resource as follows:

- (a) "Tribal cultural resources" are either of the following:
 - (1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - (A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.
 - (B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
 - (2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.
- (b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
- (c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

PRC §5020.1(k) states:

- (k) "Local register of historical resources" means a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution.

PRC §5024.1(c) states:

- (c) A resource may be listed as an historical resource in the California Register if it meets any of the following National Register of Historic Places criteria:
 - (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 construction, or represents the work of an important creative individual, or possesses high artistic values.
- (4) Has yielded, or may be likely to yield, information important in prehistory or history.

As stated in the FEIR, the ESSCSP area has already been subject to extensive disruption and may contain artificial fill materials. Given the Proposed Project site's highly disturbed condition, the potential for ground-disturbing activities to impact an as yet unidentified tribal cultural resource is considered remote.

The ESSCSP Notice of Preparation was filed in 2009; therefore, AB 52, which was enacted on July 1, 2015, does not apply to this Proposed Project as the CEQA document is an Addendum to the FEIR and not subject to the provisions of AB 52.

Based on the above, the Proposed Project would result in a less than significant impact concerning tribal cultural resources; however, as discussed in Threshold 4.5d Analysis of Proposed Project, if human remains are discovered during excavation of a site, the Proposed Project would be required to comply with the same regulations as detailed in the FEIR as it relates to proper treatment, discovery, and notification. Impacts related to tribal cultural resources would be less than significant.

FEIR Mitigation Measures

No mitigation required.

Appendix A

ESSCSP Phase I Development Tracking Table



Prepared by
Kimley»Horn



South Campus Development Tracking Table - Square Feet and FAR
As of October 21, 2021

Land Use	Building Area (Net Square Feet)	Building Area (Gross Square Feet)
South Campus Specific Plan Entitled Square Feet		
Office	1,565,000	1,752,800
Warehouse/Storage	82,000	91,840
Light Industrial	150,000	168,000
Commercial	133,000	148,960
Subtotal Entitled Additional Development	1,930,000	2,161,600
Existing Campus Uses•	1,788,889	2,069,947
Total Campus Entitled Square Feet	3,718,889	4,231,547
Phase I - New Development		
Office	40,600	43,000
Warehouse/Storage	-	-
Light Industrial	-	-
Commercial	22,650	22,650
Total Phase I Square Feet	63,250	65,650
Phase II - New Development		
Office		
Warehouse/Storage		
Light Industrial	-	-
Commercial	-	-
Total Phase II Square Feet	-	-
Phase III - New Development		
Office	-	-
Warehouse/Storage	-	-
Light Industrial	-	-
Commercial	-	-
Total Phase III Square Feet	-	-
Phase IV - New Development		
Office	-	-
Warehouse/Storage		
Light Industrial	-	-
Commercial	-	-
Total Phase IV Square Feet	-	-
Remaining South Campus Specific Plan Entitled Square Feet		
Office	1,524,400	1,709,800
Warehouse/Storage	82,000	91,840
Light Industrial	150,000	168,000
Commercial	110,350	126,310
Subtotal Remaining Specific Plan Entitled Square Feet	1,866,750	2,095,950
Existing Campus Uses•	1,788,889	2,069,947
Total Campus Entitled Square Feet	3,718,889	4,231,547
South Campus Specific Plan FAR		
Total Entitled FAR	0.60	
Total FAR of Existing Development	0.29	
Total FAR of New Development	0.01	
Total FAR of Existing & New Development	0.30	
Total FAR Remaining	0.30	

South Campus Development Tracking Table - Trip Generations
As of October 21, 2021

<u>South Campus Specific Plan Development Trip Ceiling</u>		
AM Peak Hour Trips		
In	Out	Total
2634	408	3042
PM Peak Hour Trips		
In	Out	Total
631	2489	3120
Total Daily Trips		
26,585		

<u>Phase I New Development Trip Counts</u>		
AM Peak Hour Trips		
In	Out	Total
66	22	88
PM Peak Hour Trips		
In	Out	Total
56	99	155
Total Daily Trips		
1,829		

<u>Phase II New Development Trip Counts</u>		
AM Peak Hour Trips		
In	Out	Total
0	0	0
PM Peak Hour Trips		
In	Out	Total
0	0	0
Total Daily Trips		
0		

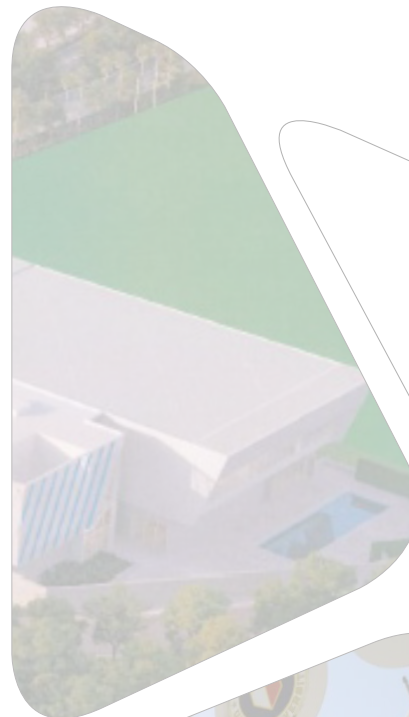
<u>Phase III New Development Trip Counts</u>		
AM Peak Hour Trips		
In	Out	Total
0	0	0
PM Peak Hour Trips		
In	Out	Total
0	0	0
Total Daily Trips		
0		

<u>Phase IV New Development Trip Counts</u>		
AM Peak Hour Trips		
In	Out	Total
0	0	0
PM Peak Hour Trips		
In	Out	Total
0	0	0
Total Daily Trips		
0		

<u>Remaining Trips for El Segundo South Campus</u>		
AM Peak Hour Trips		
In	Out	Total
2568	386	2954
PM Peak Hour Trips		
In	Out	Total
575	2390	2965
Total Daily Trips		
24,756		

Appendix B

Inventory of Applicable Mitigation Measures



Prepared by
Kimley»Horn



AQ-1 Before the City issues a Grading Permit, the Director of Public Works and Director of Planning and Building Safety must approve Grading Plan, Building Plans, and specifications that comply with SCAQMD Rule 403, excessive fugitive dust emissions must be controlled by regular watering or other dust prevention measures, and Rule 402, which requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site as specified in the SCAQMD's Rules and Regulations. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

- All active portions of the construction site must be watered every three hours during daily construction activities and when dust is observed migrating from the Project site to prevent excessive amounts of dust.
- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to particulate matter generation.
- Pave or apply water every three hours during daily construction activities or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas. More frequent watering must occur if dust is observed migrating from the site during site disturbance.
- Any on-site stockpiles of debris, dirt, or other dusty material must be enclosed, covered, watered twice daily, or non-toxic soil binders shall be applied.
- All grading and excavation operations must be suspended when wind speeds exceed 25 miles per hour.
- Disturbed areas must be replaced with ground cover or paved immediately after construction is completed in the affected area.
- Track-out devices such as gravel bed track-out aprons (3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes) are required to reduce mud/dirt trackout from unpaved truck exit routes. Alternatively a wheel washer must be used at truck exit routes.
- On-site vehicle speed must be limited to 15 miles per hour.
- All material transported off-site must be either sufficiently watered or securely covered to prevent excessive amounts of dust before departing the job site.
- Reroute construction trucks away from congested streets or sensitive receptor areas.

AQ-2 During construction, all trucks hauling excavated or graded material on-site must comply with Vehicle Code § 23114 (Spilling Loads on Highways) regulating the manner for preventing material spilling onto public streets and roads. Before the City issues Grading Permits, the Project Applicant must demonstrate to the Director of Public Works how operations comply with Vehicle Code § 23114 during hauling activities, as applicable.

AQ-3 The following measures must be implemented by the contractor to reduce ROG emissions resulting from application of architectural coatings:

- Use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50 percent;
- Use pre-painted construction materials; and

- VOC content of architectural coatings cannot exceed 35 grams per liter.

AQ-4 Before the City issues a Grading Permit, the construction contractor must provide evidence to the Public Works Director that the following measures are implemented during construction. See also MM GHG-1.

- Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
- Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.
- Improve traffic flow by signal synchronization, and ensure that all vehicles and equipment will be properly tuned and maintained according to manufacturers' specifications.
- Require the use of electricity from power poles rather than temporary diesel or gasoline power generators.
- Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the Director determines that 2010 model year or newer diesel trucks cannot be obtained then trucks that meet EPA 2007 model year NO_x emissions requirements may be used.
- During Project construction, all internal combustion engines/construction, equipment operating on the project site must meet EPA-Certified Tier 3 emissions standards, or higher according to the following:
 - Project start, to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 horsepower must meet Tier 3 off-road emissions standards. In addition, all construction equipment must be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor must achieve emissions reductions that are not less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
 - Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 horsepower must meet the Tier 4 emission standards, where available. In addition, all construction equipment must be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor must achieve emissions reductions that are not less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
 - A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit must be provided at the time of mobilization of each applicable unit of equipment.

GEO-1 Before the City issues a Grading Permit or Building Permit, a lot-specific Geotechnical/Soils Investigation must be conducted, to a satisfaction of the Director of Planning and Building Safety. The Geotechnical/Soils Investigation must:

- Be prepared in accordance with the latest edition of the California Building Code by a civil engineer registered in this State;

- Comply with the recommendations specified in the Geology, Soils, Seismicity Report in Support of Raytheon El Segundo South Campus Specific Plan (D. Scott Magorien, C.E.G., March 6, 2013); and
- Recommend the appropriate corrective action, which is likely to prevent structural damage to each structure proposed to be constructed in the area where geotechnical/soils problems exist.

GHG-1 The Project must incorporate the improvements listed below to ensure consistency with applicable law. The Project Applicant must demonstrate compliance with this measure to the satisfaction of the Building and Planning Safety Director before the City issues building permits or certificates of occupancy.

Energy Efficiency

- Design buildings to be energy efficient, 15 percent above Title 24 requirements (building permit).
- Install light colored “cool” roofs and cool pavements, and strategically placed shade trees (building permit).
- Install high efficiency lighting, and energy efficient heating and cooling systems (building permit).
- Reduce unnecessary outdoor lighting (building permit).

Water Conservation and Efficiency

- Install water-efficient fixtures (e.g., faucets, toilets, showers) (Building Permit).

Solid Waste

- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard) (Building Permit).
- Provide interior and exterior storage areas for recyclables and adequate recycling containers located in public areas (Occupancy Permit).

HAZ-1 Before a Grading Permit is issued, the actual location of onsite oil/gas wells must be verified with DOGGR. All onsite wells present must be properly plugged and abandoned per current DOGGR, DTSC, and RWQCB requirements. Further, an environmental consultant with Phase II/site characterization experience must verify through soil sampling that no residual contamination has resulted from historic oil/gas production activities onsite.

HAZ-2 Before a Grading Permit is issued, soil sampling must be conducted within the portions of the Project site that have historically been utilized for agricultural purposes and may contain pesticide residues in the soil, as determined by a qualified Phase II/site characterization specialist. The sampling, conducted in consultation with the El Segundo Fire Department, must determine if pesticide concentrations exceed established regulatory requirements and identify further site characterization and remedial activities, if necessary. Should further site characterization/remedial activities be required, these activities shall be conducted per the applicable regulatory agency requirements, as directed by the El Segundo Fire Department.

HAZ-3 Before a Grading Permit is issued, an environmental consultant with Phase II/site characterization experience must determine, based on the Current Conditions Report (CCR), RCRA Facility

Investigation Work Plan (RFI Work Plan), and sampling and analysis conducted in accordance with the RFI Work Plan, whether subsurface release of hazardous materials/waste to the soil/groundwater associated with the existing storage facilities has occurred. If subsurface release of hazardous materials/waste to the soil/groundwater has occurred, the environmental consultant must determine if contaminant concentrations exceed established regulatory requirements and identify further site characterization and remedial activities, if necessary. Should further site characterization/remedial activities be required, these activities must be conducted per the applicable regulatory agency requirements.

HAZ-4 Before a Grading Permit is issued, an environmental consultant with Phase II/site characterization experience must prepare a Worker Safety Plan to ensure construction worker safety during grading/excavation activities, based on their review the following documents:

- Current Conditions Report (CCR);
- RCRA Facility Investigation Work Plan (RFI Work Plan);
- Findings of the RFI Work Plan's Sampling and Analysis; and
- Existing Hazardous Materials Conditions Assessment.

HAZ-5 An environmental professional with Phase II/site characterization experience must conduct an inspection of existing onsite structures before building renovation/demolition activities. The inspection must determine whether or not testing is required to confirm the presence or absence of hazardous substances in building materials (e.g., sinks, drains, piping, flooring, walls, ceiling tiles). Should testing be required and results determine that hazardous substances are present in onsite building materials, the Phase II/site characterization specialist must determine appropriate prevention/remediation measures that are required and/or the methods for proper disposal of hazardous waste at an approved landfill facility, if required.

HAZ-6 If during construction unknown wastes or suspect materials are discovered by the contractor that are believed to involve hazardous waste or materials, the contractor must comply with the following:

- Immediately cease work in the vicinity of the suspected contaminant, and remove workers and the public from the area;
- Notify the Director of Public Works of the City of El Segundo;
- Secure the area as directed by the Director of Public Works; and
- Notify the El Segundo Fire Department (or other appropriate agency specified by the Director of Public Works). The Fire Department's Environmental Safety Manager can advise the responsible party of further actions that must be taken, if required.

HAZ-7 Before any Building Permit is issued, vapor intrusion investigations must be conducted by a qualified Environmental Professional, in consultation with the El Segundo Fire Department. Should the Environmental Professional determine that proposed buildings could be impacted by vapor intrusion, the Environmental Professional, in consultation with the El Segundo Fire Department, must recommend that specific measures be incorporated into the buildings' design

that would reduce these indoor air quality concentrations to below regulatory thresholds, as directed by the El Segundo Fire Department.

HAZ-8 At least three business days before any lane closure, the construction contractor must notify the El Segundo Fire Department, El Segundo Police Department, El Segundo Public Works Department, and the El Segundo Planning and Building Safety Department of construction activities that would impede movement (such as road or lane closures) along roadways immediately adjacent to the development area, to allow for uninterrupted emergency access and maintenance of evacuation routes.

HWQ-1 Before the City issues any grading permit, the Applicant must conduct a Construction Level Hydrology and Hydraulics Study to determine potential storm water runoff rates and peak flows from the Project site per County of Los Angeles methodology. The 50-year storm flows for both existing and proposed Project conditions must be included in the study. The Study must be completed by a qualified professional, approved by the Director of Public Works, and be consistent with standard engineering practices for the region, including the use of the Los Angeles County Manual. The Study must demonstrate the effect of storm water discharges to any City, County, or other agency-owned drainage or flood control facility, as mitigated and be designed and implemented to prevent an increase in the rate or amount of storm water runoff above the baseline condition.

The Study must also determine whether onsite detention is required. If the final hydrology calculations determine that onsite detention is required to avoid downstream impacts, the Study must also identify the necessary flood control mitigation, which may include a surface stormwater detention pond, subsurface detention structure, or subsurface detention pipes. The construction level hydrology calculations and Construction Level Hydrology and Hydraulics Study must be prepared and reviewed by the Director of Public Works and Building Official before any Grading Permit is issued.

HWQ-2 Before the City issues any permit for development of an individual parcel, the Construction Level Hydrology and Hydraulics Study must be updated and submitted to the Director of Public Works for review. The phasing must be implemented to prevent an increase in the rate or amount of storm water runoff above the baseline condition.

N-1 Before the City issues grading permits, the Project Applicant must demonstrate, to the satisfaction of the Director of Public Works that the Project complies with the following:

- All construction equipment must be equipped with mufflers and sound control devices (e.g., intake silencers and noise shrouds) no less effective than those provided on the original equipment and no equipment shall have an un-muffled exhaust.
- The contractor must maintain and tune-up all construction equipment to minimize noise emissions.
- Stationary equipment must be placed so as to maintain the greatest possible distance to the sensitive receptors.
- All equipment servicing must be performed so as to maintain the greatest possible distance to the sensitive receptors.

- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction are required to be hydraulically or electronically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler must be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves must be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures must be used, such as drills rather than impact equipment, whenever feasible.
- A qualified “Noise Disturbance Coordinator” will be retained amongst the construction crew to be responsible for responding to any local complaints about construction noise. When a complaint is received, the Disturbance Coordinator shall notify the City within 24 hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, malfunctioning muffler, etc.) and implement reasonable measures to resolve the complaint, as deemed acceptable by the Director of Planning and Building Safety.
- Select demolition methods to minimize vibration, where possible (e.g., sawing masonry into sections rather than demolishing it by pavement breakers).

USS-1 Before the City issues a building permit, the Applicant’s Engineering Representative must coordinate with the Director of Public Works, or designee, to increase capacity of the City’s High Pressure Zone in the vicinity of the Project site. This will include, at a minimum, regional system analysis of the City’s Water System using the City’s system-wide computer model with the goal of reducing system velocities during peak demands adjacent to the Project site. The Director of Public Works, or designee, will determine the system improvement options that are required.

Trip Generation Assessment



Prepared by
Kimley»Horn





TECHNICAL MEMORANDUM

To: Eduardo Schonborn, AICP, City of El Segundo
From: Rita Garcia
Date: November 9, 2021
Subject: **Professional Sports Headquarters and Training Facility Project, Trip Generation Assessment Peer Review**

Kimley-Horn has conducted a follow-up third-party peer review of the Project's *Trip Generation Assessment* (Fehr & Peers, October 2021) on behalf of the City of El Segundo to verify that Kimley-Horn's September 15, 2021 third-party peer review Technical Memorandum (TM) recommendations have been incorporated. The revised October 2021 *Trip Generation Assessment* addressed the third-party peer review comments and thus is in compliance with the TM recommendations. The analysis, as revised, meets the applicable provisions of CEQA and the State CEQA Guidelines and is adequate for inclusion in the Project Addendum.

Please do not hesitate to contact me at 714.786.6116 or Rita.Garcia@kimley-horn.com with any questions.

Memorandum

Date: October 28, 2021

To: Lionel Uhry, Senior Vice President, Mar Ventures, Inc

From: Anjum Bawa, AICP

Subject: Trip Generation Assessment – El Segundo South Campus Specific Plan – Southeast Quad

PT21-0060

This memorandum summarizes a trip generation assessment conducted to evaluate construction of a corporate headquarters and a recreation facility on El Segundo South Campus Specific Plan Parcels 7 and 8. A separate trip generation assessment is also provided for the construction of a warehouse building (Butler Building) on Parcel 18. Provided below is a detailed summary of the proposed changes and results of our trip generation assessment.

Background

The October 2015 update to the El Segundo South Campus Specific Plan (ESSC-SP) provided Raytheon the flexibility to either expand its existing operations or develop a mixed-use project that would be compatible with the existing Raytheon Campus facilities and operations. The roughly 142.28-acre specific plan area is allowed a maximum development intensity of 3,718,889 net square feet. Figure 1 illustrates ESSC-SP land-use plan, which identified the various parcels and designated land-use types. Figure 2 shows a conceptual site plan of the approved development as part of the Specific Plan. Table 1 shows a summary of land-use type and maximum development allowable for each parcel.



Figure 1 – Current El Segundo South Campus Specific Plan - Land Use Plan



Source: Exhibit 5, El Segundo South Campus Specific Plan, Specific Plan No. 11-01, City of El Segundo, October 2015



Figure 2 – El Segundo South Campus Specific Plan – Conceptual Site Plan



Source: Exhibit 6 – El Segundo South Campus Specific Plan, Specific Plan No. 11-01, City of El Segundo, October 2015



Table 1 – El Segundo South Campus Specific Plan – Development by Parcel

Parcel	Use	Acreage	Building Area (Net)	Building Area (Gross) ²	Assumed FAR ³
Commercial/Office Mixed Use (CMU)					
2	Office	4.87	380,040	425,644.80	1.79
3	Office	2.57	191,540	214,524.80	1.71
4	Office	5.20	191,540	214,524.80	0.84
14	Commercial	4.01	50,000	56,000	0.29
15	Commercial	3.99	46,000	51,520	0.26
16	Commercial	3.36	37,000	41,440	0.25
Subtotal		24.00	896,120	1,003,654.4	0.86
Office/Industrial Mixed Use (O/I MU)					
1	Office	10.02	191,540	214,524.8	0.44
5	Existing	7.17	67,465	82,412	0.22
6	Warehouse Light Ind.	4.53	82,000 150,000	91,840 168,000	1.18
7	Office	4.75	163,840	183,500.8	0.79
8	Office	5.81	163,840	183,500.8	0.65
9	Office	1.68	160,840	180,140.8	2.20
10	Parking structure	1.49	--	--	--
12	Existing	7.78	53,934	82,798	0.16
13	Office	2.71	121,820	136,438.4	1.03
17	Existing	22.32	996,871	1,121,048	1.03
18	Existing	18.36	670,619	783,689	0.84
Subtotal		86.62	2,822,769	3,227,892.6	0.75
TOTAL DEV		110.62	3,718,889⁴	4,231,547	0.77
19-26	Roads/OS	18.07	--	--	--
11	Recreation	7.54	--	--	--
El Segundo Blvd. New Dedication	Road and Bike Path	0.83	--	--	--
El Segundo Blvd. Existing Dedication	Road	5.22	--	--	--
TOTAL		142.28			0.60

² Gross building area of new construction is assumed to be 1.12% of net area. Twelve (12) percent of gross area is excluded, accounting for elevators, stairwells, and other non occupied space.

³ FAR calculation yields a net building area.

⁴ Total allowable intensity would be capped at a potential maximum of 3,718,889 net square feet.

Source: Table III-2 - Land Use – Project Development Scenario, El Segundo South Campus Specific Plan, Specific Plan No. 11-01, City of El Segundo, October 2015



The Specific Plan's Development Regulation allow for transfers between land use types and planning areas, subject to the following requirements:

- The overall FAR of the Campus cannot exceed 0.60 based on the gross acreage of the site, resulting in a maximum development intensity of 3,718,889 net square feet of building area (4,231, 547 square feet gross building area);
- Land uses conform to allowable uses as outlined in the Permitted Use Table in the Development Standards section of this Specific Plan; and
- The total number of traffic trips cannot exceed the trip ceiling established for the Project. The trip ceiling for trip generation of new development within the Project area is:
 - 631 PM peak hour inbound trips and 2,489 PM peak hour outbound trips, for a total of 3,120 PM peak hour trips as outlined in the trip budget mechanism for the Project.
 - 2,634 AM peak hour inbound trips and 408 outbound AM peak hour trips, for a total of 3,042 AM peak hour trips as outlined in the trip budget mechanism for the Project.
 - 26,585 daily trips as outlined in the trip budget mechanism for the Project.

Table 2 summarizes the trip ceiling for the proposed development as provided in the approved ESSC-SP.

Table 2 – El Segundo South Campus Specific Plan – Development Trip Ceiling

AM Peak Hour Trips		
In	Out	Total
2634	408	3042

PM Peak Hour Trips		
In	Out	Total
631	2489	3120

Total Daily Trips	
26, 585	

Source: Table III-3 - Project Trip Ceiling for trips associated with new development within the ESSCSP area. El Segundo South Campus Specific Plan, Specific Plan No. 11-01, City of El Segundo, October 2015



The subject of this analysis is the corporate headquarters and recreation facility proposed on El Segundo South Campus Specific Plan Parcels 7 and 8 considering the Specific Plan's permitted 367,000 square feet gross floor area (GFA) of office use. Provided below is a summary of the proposed use. To accommodate the proposed use, the ESSC-SP will also be updated. The Project's proposed land use plan, conceptual plan, and summary of development are provided in Appendix A.

Corporate Headquarters and Recreation Facility

The roughly 13.2-acre corporate headquarters is proposed to include a 3-story building with a partial basement, approximately 148,050 square feet GFA including in-house fitness facilities together with 5.8 acres of open, green space and 348 stall surface parking area. The facility will span roughly 14-acre within Parcels 7 and 8 of the ESSC-SP.

Primary vehicular access to the Project site is proposed via a primary driveway located along the southside of proposed Nash Street Extension. A secondary driveway access to the site is proposed along the east edge of the site, also along southside of Nash Street extension. Both driveways will provide bicycle and pedestrian access as well.

Typical hours of operation for the facility will be from 6:30 am to 5:30 pm, with selected periods of the year extending into the evening. Provided below is a detailed trip generation analysis for the proposed facility.

Trip Generation

ESSC-SP was approved for 3,718,889 net square feet of building area (4,231, 547 square feet gross building area (GFA)) and a trip ceiling within the Project area as follows:

- 631 PM peak hour inbound trips and 2,489 PM peak hour outbound trips, for a total of 3,120 PM peak hour trips as outlined in the trip budget mechanism for the Project.
- 2,634 AM peak hour inbound trips and 408 outbound AM peak hour trips, for a total of 3,042 AM peak hour trips as outlined in the trip budget mechanism for the Project.
- 26,585 daily trips as outlined in the trip budget mechanism for the Project.

Provided below is a detailed trip generation summary for both Phases 1 and Phase 2 – Full Buildout of the Specific Plan.

TABLE 3
EL SEGUNDO SOUTH CAMPUS SPECIFIC PLAN - PHASE 1 (NASH STREET EXCHANGE)
TRIP GENERATION

Land Use	ITE Land Use Code	Size	Trip Generation Rates [a]								Estimated Trip Generation						
			Daily Rate	AM Peak Hour			PM Peak Hour			Trip Rate Unit	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				Rate	% In	% Out	Rate	% In	% Out			In	Out	Total	In	Out	Total
PROPOSED PROJECT																	
Medical Office	720	43.000 ksf	34.80	2.78	78%	22%	3.46	28%	72%	per ksf	1,496	94	26	120	42	107	149
Internal capture [b]			15%	15%			15%				(224)	(14)	(4)	(18)	(6)	(16)	(22)
Transit credit [c]			15%	15%			15%				(191)	(12)	(3)	(15)	(5)	(14)	(19)
Pass-by [d]			10%	10%			10%				(108)	(7)	(2)	(9)	(3)	(8)	(11)
Net External Medical Office											973	61	17	78	28	69	97
Retail (open after 10 am)	820	12.100 ksf	37.75	0.00	62%	38%	3.81	48%	52%	per ksf	457	0	0	0	22	24	46
Internal capture [b]			5%	0%			5%				(23)	0	0	0	(1)	(1)	(2)
Transit credit [c]			5%	5%			5%				(22)	0	0	0	(1)	(1)	(2)
Pass-by [e]			0%	0%			34%				0	0	0	0	(7)	(7)	(14)
Net External Retail											412	0	0	0	13	15	28
Retail	820	13.025 ksf	37.75	0.94	62%	38%	3.81	48%	52%	per ksf	492	7	5	12	24	26	50
Internal capture [b]			5%	5%			5%				(25)	(1)	0	(1)	(1)	(2)	(3)
Transit credit [c]			5%	5%			5%				(23)	(1)	0	(1)	(1)	(1)	(2)
Pass-by [e]			0%	0%			34%				0	0	0	0	(7)	(8)	(15)
Net External Retail											444	5	5	10	15	15	30
A. Total Project Trips											1,829	66	22	88	56	99	155
B. Total trips approved for Phase I Development per Raytheon South Campus Specific Plan EIR (October, 2015)											3775			89			225
Net trips available after proposed Phase I development (B-A)											1,946			1			70

Notes:

- Source: Institute of Transportation Engineers (ITE), *Trip Generation*, 10th Edition, 2017, unless otherwise noted.
- Internal capture represents the percentage of trips occurring between land uses proposed or already operating within the site (Raytheon South Campus).
- Trip generation adjustment discount associated with proximity to transit service for similar sites based on recommendations published by Los Angeles County Metropolitan Transportation Authority (LAMTA) and ITE.
- Informed by City of Los Angeles Department of Transportation pass-by trip rate, derived from surveys published in the "Trip Generation Handbook: An ITE Recommended Practice," 2003.
- Source: Appendix A - Table 2: Summary of Trip Generation Rates and Trip Credits within the Raytheon report for retail land use.



**Table 4 – El Segundo South Campus Specific Plan
Phase 2 (Full Buildout) Trip Generation**

Land Use	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
136.438 tsf General Office	187	26	213	34	169	203	1,505
ITE Internal Trip Capture (1% PM, 1% ADT)	0	0	0	0	-2	-2	-15
ITE Transit Service & Light Rail Trip Adjustment (5%)*	-9	-1	-10	-2	-8	-10	-75
Subtotal General Office	178	25	203	32	159	191	1,415
1,615.483 tsf General Office	2,213	307	2,520	404	2,003	2,407	17,819
ITE Internal Trip Capture (1% PM, 1% ADT)	0	0	0	-4	-20	-24	-178
Subtotal General Office	2,213	307	2,520	400	1,983	2,383	17,641
73.577 tsf Warehouse	18	4	22	6	18	24	262
ITE Internal Trip Capture (1% PM, 1% ADT)	0	0	0	0	0	0	-3
Subtotal Warehouse	18	4	22	6	18	24	259
168 tsf Light Industrial	136	18	154	20	143	163	1,171
ITE Internal Trip Capture (1% PM, 1% ADT)	0	0	0	0	-1	-1	-12
Subtotal Light Industrial	136	18	154	20	142	162	1,159
148.96 tsf Retail ¹	89	54	143	265	287	552	6,361
ITE Internal Trip Capture (1% PM, 1% ADT)	0	0	0	-3	-3	-6	-64
ITE Pass-by Trip Reduction (34% PM)	0	0	0	-89	-97	-186	-186
Subtotal Retail	89	54	143	173	187	360	6,111
Proposed Project Trip Generation	2,634	408	3,042	631	2,489	3,120	26,585

Note: tsf = thousand square feet; 1 = includes 92.96 tsf of retail land use associated with Phase 1 project;

* = trip generation adjustment discount associated with proximity to transit service for similar sites based on recommendations published by LOS Angeles County Metropolitan Transportation Authority (LAMTA) and ITE.

Source: Table 12, Transportation Impact Study, El Segundo South Campus Specific Plan
Environmental Impact Report, 2015

The trip generation analysis shown in Tables 3 was obtained from June 2019 site plan approval of proposed Phase 1 commercial development (also known as Nash Street Exchange). Information presented in Table 4 was obtained from the ESSC-SP Environmental Impact Report. The analyses were conducted using trip generation rates provided in Institute of Transportation Engineers (ITE) Trip Generation Handbook (9th Edition). Parcels 7 and 8 were determined to be located outside a convenient walking distance to the Green Line light rail transit (LRT), therefore, a transit trip credit of 5% was not applied to office use proposed for these two parcels.

Table 5 shows trip rates used to calculate trip generation for the proposed project.



Table 5 – Trip Generation Rates

Land Use	ITE Land Use Code	Trip Generation Rates [a]							
		Daily	AM Peak Hour			PM Peak Hour			Trip Rate
			Rate	% In	% Out	Rate	% In	% Out	
General Office	710	11.03	1.56	88%	12%	1.49	17%	83%	per ksf

Notes:

a. Source: Institute of Transportation Engineers (ITE), Trip Generation, 9th Edition.

Table 6 summarizes trip generation estimates for general office use for Parcels 7 and 8 in the ESSC-SP. As shown in Table 6, Parcels 7 and 8 were expected to generate a total of 4008 daily trips, of which 573 trips (504 inbound/69 outbound) would occur in the AM peak hour and 542 trips (92 inbound/450 outbound) would occur in the PM peak hour.

**Table 6 – El Segundo South Campus Specific Plan
Trip Generation for Parcels 7 and 8 (As Approved in 2015)**

Land Use	ITE Land Use Code	Size	Estimated Trip Generation [a]						
			Daily	AM Peak Hour Trips			PM Peak Hour Trips		
				In	Out	Total	In	Out	Total
Parcels 7 and 8									
General Office	710	367.000 ksf	4,048	504	69	573	93	454	547
Internal capture									
1% PM/ 1% ADT[b]			(40)	0	0	0	(1)	(4)	(5)
Total Trips Estimated for Parcels 7 and 8			4,008	504	69	573	92	450	542

Notes:

- Source: Consistent with the 2015 El Segundo South Campus Specific Plan, rates from Institute of Transportation Engineers (ITE), *Trip Generation, 9th Edition* were used.
- Internal capture represents the percentage of trips occurring between land uses proposed or already operating within the site (El Segundo South Campus).



Trip Generation – Proposed Corporate Headquarters and Recreation Facility

The proposed corporate headquarters would include a 148,050 square GFA corporate office, including in-house fitness facilities. Considering the general nature of the proposed use, we used the following approach to estimate daily, morning and afternoon peak hour trips for the facility:

1. Estimate trips for the 148,050 square feet corporate office using trip rates provided in ITE Trip Generation Handbook 9th Edition.
2. A special group of approximately 85 staff personnel will arrive at the project site in the morning between 6:30 AM and 8:00 AM and departing by 3:00 PM. These staff members are not part of corporate office functions and will travel to/from the project to use its fitness facilities and recreation area. Therefore, trips generated by these 85 staff members were accounted for separately from the office use.
3. Add the estimates from **1** and **2** to calculate total trips generated by the proposed facility.

To be consistent with the 2015 ESSC-SP, we used trip generation rates for general office provided in ITE Trip Generation Handbook, 9th Edition. All 85 early arriving/early departing staff members were assumed to travel to/from the facility in single occupancy vehicles (SOVs). Although majority of the early arriving/early departing staff would likely arrive at the facility between 6:30 AM and 8:00 AM and leave by 3:00 PM; for the purpose of this analysis, it is assumed that 40% will arrive during the morning peak commute hour¹ and 10% will depart the facility during the afternoon peak hour of commute.

Table 7 summarize total trips estimated to occur from the proposed corporate headquarters and recreation facility.

¹ Peak hour of commute is the one hour within the morning and evening commuter peak periods when the traffic on the adjacent street is the highest on a weekday. Morning and evening peak commuting periods are 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM, respectively. *Source: ITE Trip Generation Handbook, Appendix A – Glossary*



Table 7 – Trip Generation Estimates
Proposed Corporate Headquarters and Recreation Facility on Parcels 7 and 8

Land Use	ITE Land Use Code	Size	Estimated Trip Generation [a]						
			Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				In	Out	Total	In	Out	Total
Corporate Headquarters and Recreation Facility <i>Internal capture (1% PM/ 1% ADT) [b]</i>	710	148,050 ksf	1,633	203	28	231	38	183	221
			(16)	0	0	0	0	(2)	(2)
<i>Subtotal</i>			1,617	203	28	231	38	181	219
Special staff	[c]	85 emp	170	34	0	34	0	9	9
Total Trips from Corporate Headquarters and Recreation Facility			1,787	237	28	265	38	190	228
<i>Total Trips Approved for Parcels 7 and 8 in 2015 El Segundo South Campus Specific Plan</i>			4,008	504	69	573	92	450	542
Un-used Trips Available for Transfer to Other Parcels			2,221	267	41	308	54	260	314

Notes:

- Source: Institute of Transportation Engineers (ITE), *Trip Generation, 9th Edition*.
- Internal capture represents the percentage of trips occurring between land uses proposed or already operating within the site (Raytheon South Campus).
- All employees were assumed to travel in single occupancy vehicles. To be conservative 40% of the employees were assumed to travel during the AM peak hour and 10% in the PM peak hour.

Butler Building

A 5,865-sf warehouse is proposed on Parcel 18 of the ESSC-SP. Site plan for the proposed building is provided in Appendix B.

Trip Generation – Butler Building

The proposed Butler building would involve construction of a 5,865 square GBA of warehousing use. To be consistent with the 2015 ESSC-SP, we used trip generation rates for a warehouse use (ITE 150) provided in ITE Trip Generation Handbook, 9th Edition.

Table 8 summarize total trips estimated to occur from the proposed warehouse use.



**Table 8 – Trip Generation Estimates
Proposed Butler Building (Warehouse) on Parcel 18**

Land Use	ITE Land Use Code	Size	Estimated Trip Generation						
			Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				In	Out	Total	In	Out	Total
Parcel 18 Warehouse 1% Internal capture [b]	150	5.865 ksf	21 0	2 0	0 0	2 0	1 0	1 (0)	2 (0)
Total Trips Estimated for Parcel 6			21	2	0	2	1	1	2

Notes:

- Source: Institute of Transportation Engineers (ITE), *Trip Generation, 9th Edition*.
Trip generation rates for warehouse land use (ITE 150):
Daily average rate= 3.56 per 1,000 sf; 50% inbound/50% outbound
AM Peak Hour average rate = 0.30 per 1,000 sf; 79% inbound/21% outbound
PM Peak Hour average rate = 0.32 per 1,000 sf; 25% inbound/75% outbound
- Internal capture represents the percentage of trips occurring between land uses proposed or already operating within the site (Raytheon South Campus).

Findings and Conclusion

As shown in Table 5, the proposed corporate headquarters and recreation facility will generate a total of 1,787 daily trips, of which 265 trips (237 inbound/28 outbound) would occur in the AM peak hour and 228 trips (38 inbound/190 outbound) would occur in the PM peak hour. When compared to the trips anticipated for Parcels 7 and 8 in the approved ESSC-SP (Table 4), the proposed training facility will generate 2,221 fewer daily trips, 308 fewer AM peak hour trips, and 314 fewer PM peak hour trips. Since, the 2015 ESSC-SP allowed for maximum flexibility within the Specific Plan area, with mechanisms in the Specific Plan's Development Regulation to allow for transfers between land use types and planning areas, these un-used trips can be transferred towards future development of other parcels within the ESSC-SP.

The proposed Butler building, a warehouse use, will generate a total of 21 daily trips, of which 2 trips (2 inbound/0 outbound) would occur in the AM peak hour and 2 trips (1 inbound/1 outbound) would occur in the PM peak hour. Table 9 provides a summary of total trips added by the corporate headquarter/recreation facility and Butler Building together.



Table 9 – Summary of Total Net New Trip Generation

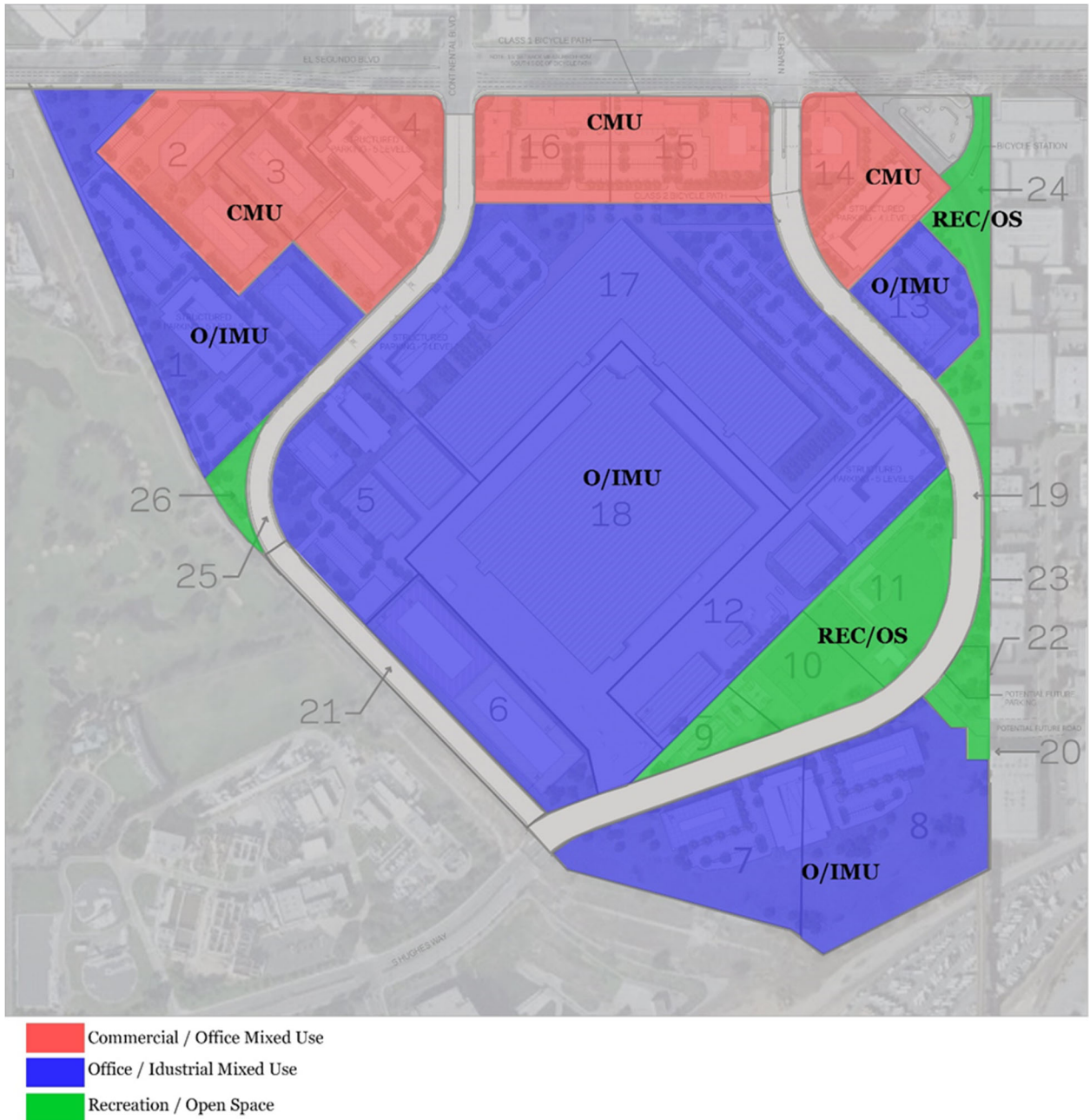
Proposed Use	Parcel #	Net New Trip Generation						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Corporate Headquarters and Recreation Facility	Parcels 7 and 8	1,787	237	28	265	38	190	228
Butler Building	Parcel 18	21	2	0	2	1	1	2
Total Net New Trips		1,808	239	28	267	39	191	230

Appendix

- Appendix A-1 - El Segundo South Campus Specific Plan - Proposed Land Use Plan
- Appendix A-2 - El Segundo South Campus Specific Plan – Proposed Conceptual Site Plan
- Appendix A-3 - El Segundo South Campus Specific Plan – Proposed Development by Parcel
- Appendix B – Butler Building Proposed Site Plan

Appendix A-1

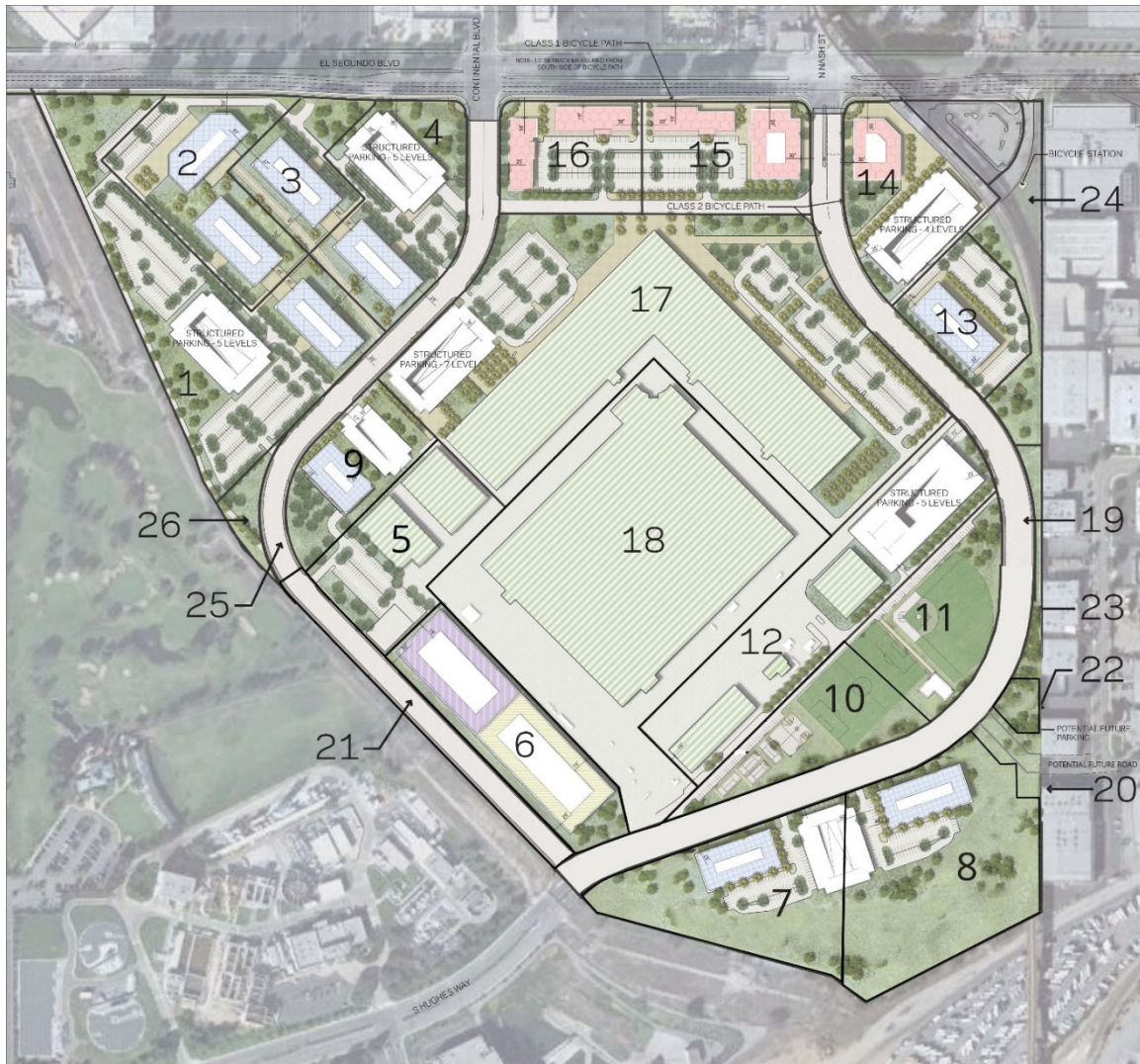
El Segundo South Campus Specific Plan - Proposed Land Use Plan



Source: Mar Ventures, Inc.

Appendix A-2

El Segundo South Campus Specific Plan – Proposed Conceptual Site Plan



Source: Mar Ventures, Inc.

Appendix A-3

El Segundo South Campus Specific Plan – Proposed Development by Parcel

Parcel	Use	Acreage	Building Area (Net)	Building Area (Gross) 2	Assumed FAR 3
Commercial Office Mixed Use (CMU)					
2	Office	4.85	380,040	425,645	1.80
3	Office	2.57	191,540	214,525	1.71
4	Office	5.20	191,540	214,525	0.85
14	Commercial	3.93	50,000	56,000	0.29
15	Commercial	3.99	46,000	51,520	0.26
16	Commercial	3.35	37,000	41,440	0.25
<i>Subtotal</i>		23.90	896,120	1,003,654	0.86
Office/Industrial Mixed Use					
1	Office	10.01	191,540	214,525	0.44
5	Existing	7.17	228,305	262,553	0.73
6	Warehouse Light Ind.	4.57	82,000 150,000	91,840 168,000	1.17
7	Office	5.71	163,840	183,500.8	0.66
8	Office	8.07	163,840	183,500.8	0.47
12	Existing	7.78	53,934	82,798	0.16
13	Office	2.71	121,820	136,438.4	1.03
17	Existing	22.32	996,871	1,121,048	1.03
18	Existing	18.41	670,619	783,689	0.84
<i>Subtotal</i>		86.74	2,822,769	3,227,892.6	0.75
TOTAL DEV		110.65	3,718,889	4,231,547	0.77
19-26	Roads/OS	18.24	-	-	-
9-11	Recreation	7.34	0	0	-
El Segundo Blvd. New Dedication	Road and Bike Path	0.83	-	-	-
El Segundo Blvd. Existing Dedication	Road	5.22	-	-	-
TOTAL		142.28	-	-	0.60

Source: Mar Ventures, Inc.

Appendix B

Butler Building Proposed Site Plan

