

# Appendix A-1

---

## Notice of Preparation





---

## NOTICE OF PREPARATION

### OF AN ENVIRONMENTAL IMPACT REPORT AND PUBLIC SCOPING MEETING

---

City Project No.:	Environmental Assessment No. EA 1248
Project Name:	Pacific Coast Commons Specific Plan
Project Applicant:	MAR CDC Holly, LLC
Project Address:	401-575 N. Pacific Coast Highway (PCH) and parking lot on 600-block of PCH
Public Comment Period:	May 26, 2020 through June 25, 2020
Public Scoping Meeting:	Wednesday, June 10, 2020 from 6:30 PM to 7:30 PM (to be held online)

Pursuant to Section 21165 of the California Public Resources Code and Section 15050 of the California Environmental Quality Act (CEQA) Guidelines, the City of El Segundo (City) is the Lead Agency for the preparation of an Environmental Impact Report (EIR) for the proposed Pacific Coast Commons Specific Plan Project (Specific Plan/Project). In accordance with CEQA Guidelines Section 15082, the City has prepared this Notice of Preparation (NOP) to provide responsible and trustee agencies, the Office of Planning and Research, and the County Clerk with sufficient information describing the Project and its potential environmental effects to enable the responsible agencies to make a meaningful response to this NOP.

The City is requesting your agency's specific and detailed input regarding the scope and content of the environmental information related to your agency's statutory responsibility that must be included in the Draft EIR. Pursuant to CEQA Guidelines Section 15083, this NOP also serves to facilitate consultation with any persons or organizations that may be concerned with the environmental effects of the Project. Additionally, this NOP serves as a notice for the public Scoping Meeting, which is held to expedite and facilitate the consultation process. Because the City has already determined that an EIR is required for the proposed Project, as permitted by CEQA Guidelines Section 15060(d), the City will not prepare an Initial Study, but instead will begin work directly on the Draft EIR.

**Project Location.** The Project site is located in the City of El Segundo and includes the addresses: 401 N. Pacific Coast Highway (Assessor Parcel Numbers [APNs] 4139-025-073, -074, -075, and -076), 475 N. Pacific Coast Highway (APN 4139-025-081), 525 N. Pacific Coast Highway (APN 4139-025-091), and the parking lot on 600-block of N. Pacific Coast Highway (APNs 4139-024-057 and -058). See Figure 1, Project Location.

**Project Description Overview.** The proposed Project involves the adoption and implementation of the Pacific Coast Commons Specific Plan, which includes approximately 6.3 acres of developed property. The Project would demolish existing structures, including a former restaurant with meeting/ballroom space, a rental car tenant, and the existing surface parking lots of the Fairfield Inn & Suites by Marriott and Aloft Hotel properties. The Specific Plan would allow for the development of up to 263 new housing units and 11,252 gross square feet of new commercial/retail uses, and associated parking. The Fairfield Inn & Suites and Aloft Hotel would not be redeveloped or expanded, but the zoning for the existing properties would be changed to reflect the current land uses. The Specific Plan's three development areas include: (1) Pacific Coast Commons – South, (2) Pacific Coast Commons – Fairfield Parking, and (3) Pacific Coast Commons – North. Figure 2, Master Site Plan, provides an

overview of the Specific Plan (Project) components. For more details see this NOP's Appendix A, Project Description Summary, available for electronic download on the City's website.

**Potential Environmental Effects of the Project.** The Project could have potentially significant environmental impacts to the following environmental topic areas: Aesthetics; Air Quality; Cultural Resources; Energy; Geology/Soils; Greenhouse Gas Emissions; Hazards and Hazardous Materials; Hydrology/Water Quality; Land Use and Planning; Noise; Population and Housing; Public Services and Recreation; Transportation; Tribal Cultural Resources; and Utilities/Service Systems. Because of the existing condition of the Project site, which is fully developed and located in an urbanized setting, implementation of the Specific Plan is not expected to result in any significant impacts to: Agriculture and Forestry Resources; Biological Resources; Mineral Resources; and Wildfire. The City is proposing to "scope out" these four topics from the Draft EIR without further study, as summarized in this NOP's Appendix B, Probable Environmental Effects of the Project.


This NOP, including Appendices A and B, are available for electronic download on the City's website at: <http://www.elsegundo.org/government/departments/planning-and-building-safety-department/planning-division/active-projects> or <https://bit.ly/COESACTIVEPROJECTS>.

**Public Scoping Meeting.** Rather than conducting an in-person meeting, the Governor's Executive Order N-25-20 allows local governments to hold meetings via teleconferencing while still meeting state transparency requirements. Therefore, the Project's Scoping Meeting will be held online, through a webinar type format. The Scoping Meeting will involve a presentation about the proposed Project and the environmental review process and schedule. The purpose of the meeting is to facilitate the receipt of written comments about the scope and content of the environmental analysis to be addressed in the Draft EIR. The Scoping Meeting is for information-gathering, is not a public hearing, and no public testimony will be taken. No decisions about the Project will be made at the Scoping Meeting. A separate public hearing for entitlement requests will be scheduled after the completion of the Draft EIR. The date, time, and website of the Project's Scoping Meeting are as follows:

Date and Time: Wednesday, June 10, 2020 from 6:30 PM to 7:30 PM

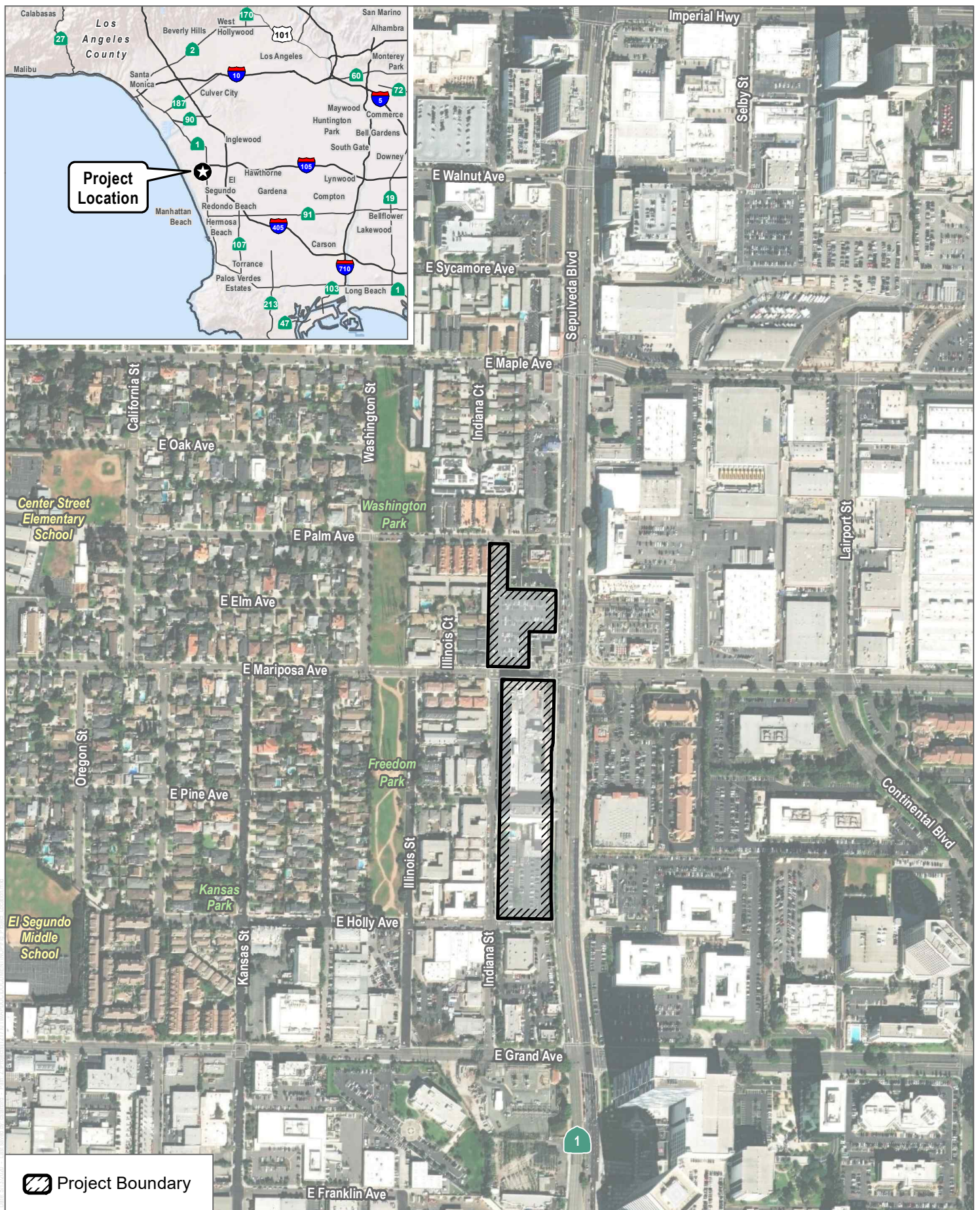
Scoping Meeting Log-In: Go to the City's website 5-10 minutes before the Scoping Meeting is scheduled to begin, and click the either of the links provided to participate in the Scoping Meeting. On June 10th, visit:  
<http://www.elsegundo.org/government/departments/planning-and-building-safety-department/planning-division/active-projects> or  
<https://bit.ly/COESACTIVEPROJECTS>.

**Submitting Comments.** The City will consider all written comments regarding the potential environmental effects of the Project received during the NOP public review period. All written comments received will be reviewed and considered by the City as part of the environmental analysis of the proposed Project and will become a part of the public record for the Draft EIR. Written comments will be accepted online during the Scoping Meeting, as well as via email, and/or via mail, and must be received by the City by **5:00 P.M., Thursday, June 25, 2020**. Please direct your written comments to Paul Samaras, City of El Segundo, Planning and Building Safety Department, 350 Main Street, El Segundo, CA 90245, or email [psamaras@elsegundo.org](mailto:psamaras@elsegundo.org).

  
Paul Samaras, AICP  
Principal Planner

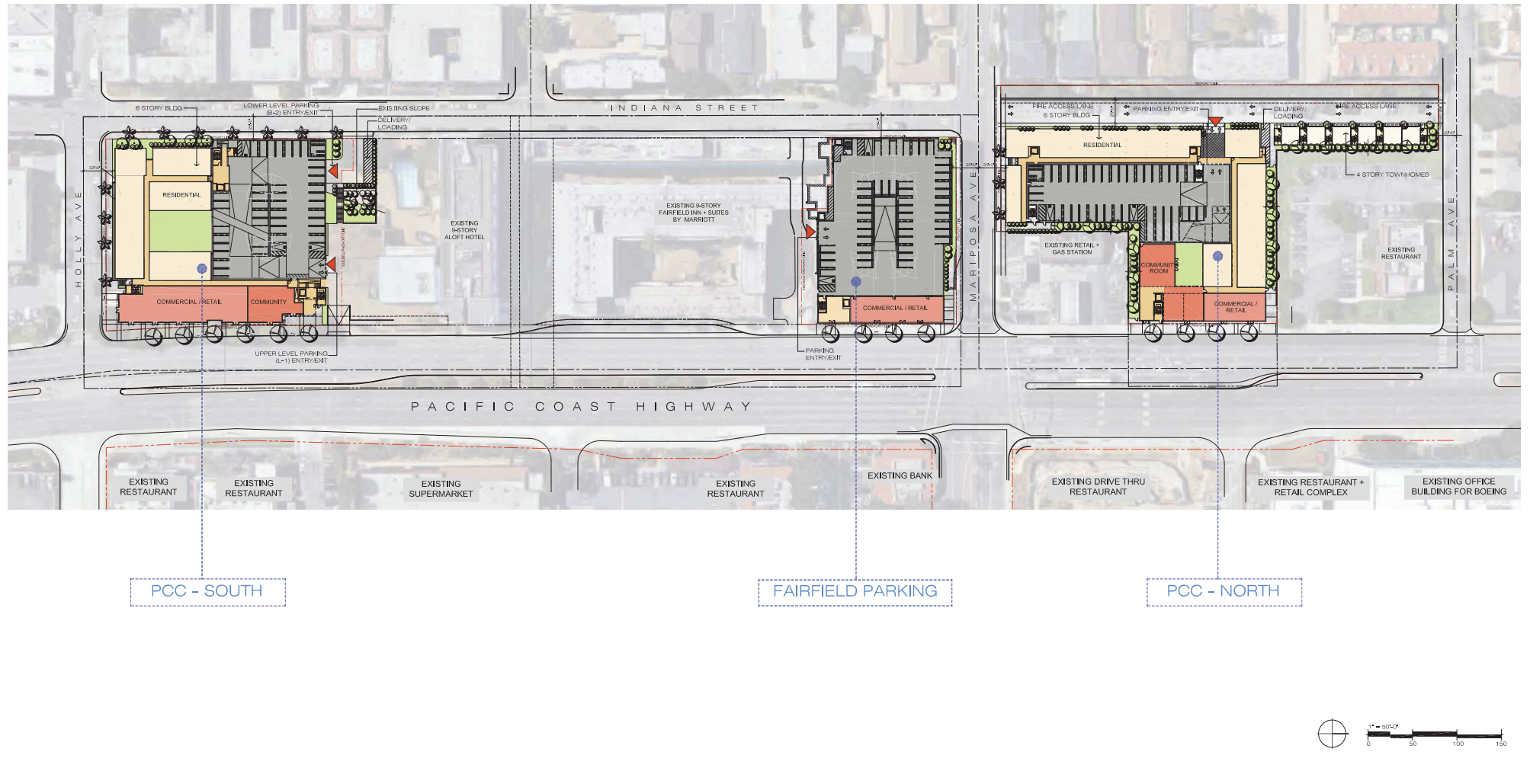
  
Date





SOURCE: Esri and Digital Globe 2019; Open Street Map 2019





SOURCE: Withee Malcolm Architects 2020

DUDEK

**FIGURE 2**  
Master Site Plan  
Pacific Coast Commons Specific Plan EIR Project

# Appendix A

---

## Project Description Summary





## Project Location

Figure 1, Regional Location and Vicinity Map, provides the Project boundaries in the context of the surrounding community and jurisdictions. The proposed Project site is located in the City of El Segundo (City) within the County of Los Angeles, approximately 20 miles southwest from downtown Los Angeles. The Los Angeles International Airport (LAX) is located to the north of the City; the Los Angeles County community of Del Aire and the City of Hawthorne are located to the east, the City of Manhattan Beach is located to the south; and the Hyperion Sewage Treatment Plant, Dockweiler Beach, and the Pacific Ocean is located to the west of the City. Specifically, the Project site is bound by Palm Avenue on the north, Pacific Coast Highway (PCH) on the east, Holly Avenue on the south, and Indiana Street on the west. Mariposa Avenue bisects the Project site. Regional access is via Interstate (I) 105 (Imperial Highway) to PCH or via I-405 (San Diego Freeway) via El Segundo Boulevard to PCH.

## Project Description

The proposed Pacific Coast Commons Specific Plan (Project) includes approximately 6.3 acres (post-dedication) of developed property located along PCH. The Project site currently has a General Plan land use designation of “General Commercial” for the property south of Mariposa Avenue and “Parking” for the property north of Mariposa Avenue. The entire area would receive a new General Plan Land Use Designation and zoning of Pacific Coast Commons Specific Plan. The Project would demolish existing structures, including a former restaurant with meeting/ballroom space, a rental car tenant, and the existing surface parking lots of the Fairfield Inn & Suites by Marriott and Aloft Hotel properties, and would allow for the development of up to 263 new housing units and 11,252 gross square feet of new commercial/retail uses, and associated parking.

Figure 2, Master Site Plan, provides an overview of the Project components and Figure 3, Overall Elevations provides the proposed building elevations in the context of nearby existing buildings. As shown on Figure 2, the existing Fairfield Inn & Suites and Aloft Hotel would not be redeveloped or expanded, but the zoning for the existing properties would be changed through the Specific Plan to reflect the current land uses. The Specific Plan’s three development areas include: Pacific Coast Commons – South (PCC – South); Pacific Coast Commons – Fairfield Parking (PCC - Fairfield Parking); and Pacific Coast Commons – North (PCC – North).

- **PCC – South:** This area is currently developed with surface parking for the Aloft Hotel and W XYZ Lounge. Development of the PCC-South requires demolition of the existing surface parking, subterranean utilities, and landscaping located adjacent to the Aloft Hotel. The Project would include a new 6-story building (5 levels of residential over 1 level of retail/commercial), with an 8-story parking garage (3 levels subterranean and 5 levels above ground) located internal to the site. Ground-level uses fronting PCH would be commercial/retail and community space; ground-level uses fronting Holly Avenue would be residential uses; and ground-level uses fronting Indiana Street would be residential and parking garage. PCC – South would include approximately 5,760 gross square feet of commercial space, 120 residential units, and 336 parking spaces for the Aloft Hotel, residential, and commercial uses in the new parking structure. The parking structure would be accessed from both Indiana Street and PCH with residents primarily coming in from Indiana Street and Aloft Hotel and retail patrons accessing from PCH. The building height, as seen from PCH, to the top of the parapet would be 72 feet. The building height, as seen from Indiana Street, to the top of the roof projection would be 76 feet. Figure 4, PCC – South Cross-Section, provides the proposed elevations and arrangement of land uses in this area.

- **PCC – Fairfield Parking:** This area is currently developed with the old Carrasco’s Restaurant (formerly the Hacienda Restaurant), which is no longer in operation, a rental car business, and ballroom and meeting space area (for the Fairfield Inn & Suites by Marriott), all of which would be demolished. The Project would include approximately 3,270 gross square feet of 1 level of commercial/retail along PCH and a 215-space parking structure located above and to the rear of the commercial space, with ingress/egress to the parking structure from PCH. Commercial uses would share this parking with hotel guests. The building would include 5 levels of parking and would be approximately 60 feet to the top of the roof. Ground-level uses fronting PCH would include commercial/retail and uses fronting Mariposa Avenue and Indiana Street would include parking garage. No subterranean levels are proposed. Figure 5, PCC – Fairfield Parking Cross-Section, provides the proposed elevations and arrangement of land uses in this area.
- **PCC – North:** This area is currently developed with surface parking for the Fairfield Inn & Suites, which would be demolished. The Project would include 6-levels of residential/commercial mixed-use with approximately 2,220 gross square feet of ground-level commercial that faces PCH. A 6-level parking garage with 252 parking spaces would be surrounded by residential development on three sides. A new fire lane/access drive would span the length of the PCC – North between Palm Avenue and Mariposa Avenue, providing access to the parking garage and residential uses. The main building would include 137 for-rent residential units and an additional 6 for-sale townhomes would be located along the proposed fire lane/access drive. The adjacent fast-food restaurant and gas station are not a part of the Project site and would not be altered by Project implementation. The building height, as seen from PCH, to the top of the parapet would be 72 feet. The building height, as seen from Indiana Street, to the top of the roof projection would be 80 feet. No subterranean levels are proposed. Figure 6, PCC – North Cross-Section, provides the proposed elevations and arrangement of land uses in this area.

The proposed Project would replace the existing General Commercial (C-3) and Parking (P) zones with the proposed Specific Plan, thereby enabling the proposed future development within the Specific Plan area, as summarized above. The Specific Plan would include 5 land use districts: PCC Mixed-Use 1 in the PCC – South; PCC Commercial-1 for the Aloft Hotel; PCC Commercial-2 for the Fairfield Inn & Suites; PCC Commercial-3 for the PCC – Fairfield Parking; and PCC Mixed-Use 2 for the PCC – North. Each of the proposed land use districts are shown in Figure 7, Proposed Land Use Plan.

New sidewalks would be built, allowing for outdoor restaurant seating and curb-edge treatments to separate the sidewalks from the traffic along PCH to create a safer, more comfortable pedestrian zone. Off-site components of the Project include: (1) Right-turn pocket from eastbound Mariposa Avenue onto the PCH; (2) curb/gutter, landscaping, and sidewalk/pedestrian improvements along Holly Avenue, Indiana Street, Mariposa Avenue, Palm Avenue, and PCH; (3) and utility connections to existing utilities in surrounding roadways.

**Requested Approvals/Permits.** The following is a summary of discretionary actions the City will consider:

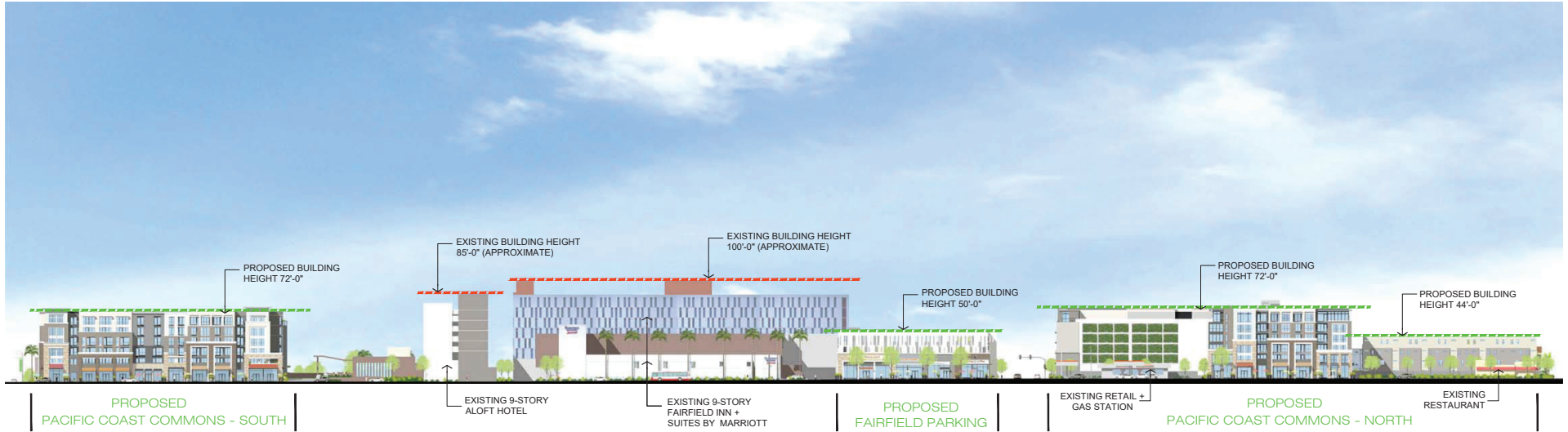
- Adoption of the Pacific Coast Commons Specific Plan, SP No. 19-01;
- Certification of Pacific Coast Commons Specific Plan Final Environmental Impact Report (Final EIR), Environmental Assessment No. EA 1248;

- General Plan Amendment (No. GPA 19-01) to change the Land Use Designation from “General Commercial” and “Parking” to “Pacific Coast Commons Specific Plan (PCCSP)” with an accompanying Land Use map change;
- Zone Text Amendment (No. ZTA 19-08) to add a new El Segundo Municipal Code (ESMC) §15-3-2(A)(11) “Pacific Coast Commons Specific Plan (PCCSP)”;
- Zone Change (No. ZC 19-01) to rezone the property from General Commercial (C-3) and Parking (P) to Pacific Coast Commons Specific Plan (PCCSP) and an accompanying Zoning map change;
- Development Agreement (No. DA 19-02) between the City of El Segundo and BRE El Segundo Property Owner A LLC, BRE El Segundo Property Owner B LLC, and BRE El Segundo Parking LLC;
- Vesting Tentative Tract Map (VTTM 82806) (Subdivision No. SUB 19-03) for merger, subdivision and residential/commercial condominium purposes reconfiguring 3 parcels (comprised of 12 existing lots) on the block bounded by Pacific Coast Highway, Mariposa Avenue, Indiana Street and Holly Avenue and 3 parcels (comprised of portions of 4 existing lots) on the block north of Mariposa Avenue and south of Palm Avenue in the Specific Plan Area into 6 new individual lots. Additionally, the Vesting Tentative Tract Map No. 82806 would allow: a) 1 residential ground and airspace parcel for 120 apartments and a maximum of 10 airspace parcels for commercial condominiums on Lot 1; b) a ground and airspace parcel for the parking structure and up to a maximum of 10 airspace parcels for commercial condominiums on Lot 4; and c) 1 residential ground and airspace parcel for 137 apartments and up to a maximum of 20 airspace parcels for commercial condominiums on Lot 5; and e) 6 residential condominiums (townhomes) on Lot 6;
- Site Plan Review (No. SPR 19-01) to allow the site plan and architectural design to construct the mixed-use commercial and residential development for the 263 residential units, 11,252 gross square feet of new commercial development, and 3 parking structures;
- Modification of Resolution Nos. 2759 and 2760 to rescind the previous approvals SUB No. 14-05, Lot-Tie Covenant No. 14-03, Off-site Parking Covenant Nos. MISC 14-03 and 14-06, leaving in place CUP No. 14-01 for the Fairfield Inn and Suites Hotel and CUP No. 14-02 for the Aloft Hotel, along with alcohol service at both hotels with modifications to the conditions of approval accordingly;
- Parking Demand Study and Shared Parking Analysis to establish the parking requirements for the proposed commercial and residential development combined with the existing hotel development;
- Shared Parking Agreement in conjunction with the Parking Demand Study and Shared Parking Analysis, to replace the previous approval of Off-Site Parking Covenant Nos. MISC 14-03 and MISC 14-06;
- Reciprocal Access Agreements for driveways and drive aisles accessing multiple parcels; and
- Street dedication waiver requests for a portion of the dedication requirements for Mariposa Avenue and Indiana Street. Request to provide street dedication land for Holly Avenue and Palm Avenue through irrevocable offers to dedicate land.

The following is a list of other responsible agencies and their discretionary authority over the proposed Project:

**California Department of Transportation (Caltrans)**

- Encroachment Permit
- Approval of Traffic Control Plan compliant with the California Manual Uniform Traffic-Control Devices
- Transportation Permit for oversized/overweight loads



OVERALL ELEVATION ON PACIFIC COAST HIGHWAY



SOURCE: Withee Malcolm Architects 2020

**DUDEK**

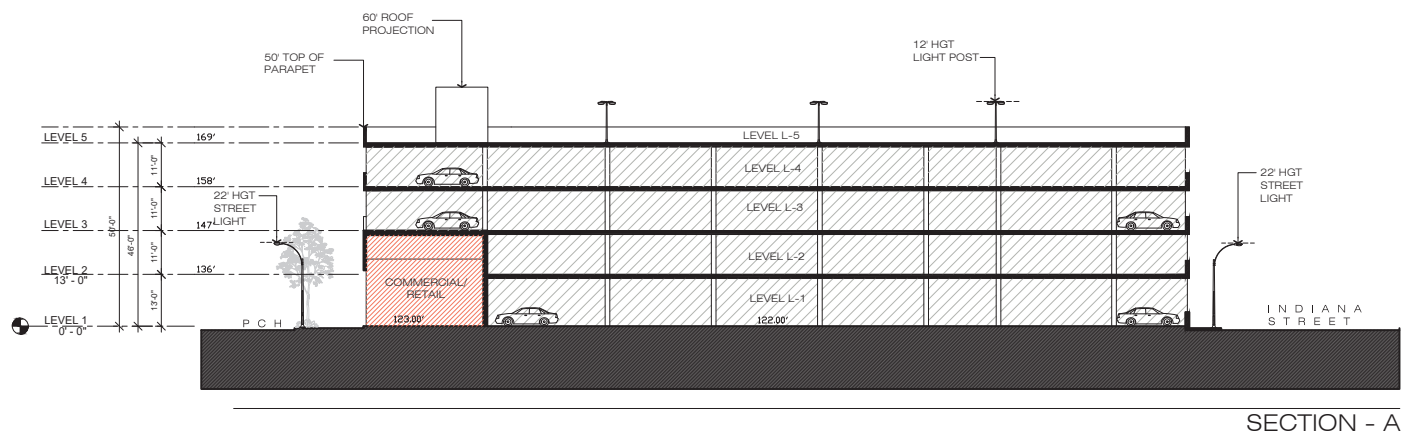
**FIGURE 3**

**Overall Elevations**

Pacific Coast Commons Specific Plan EIR Project





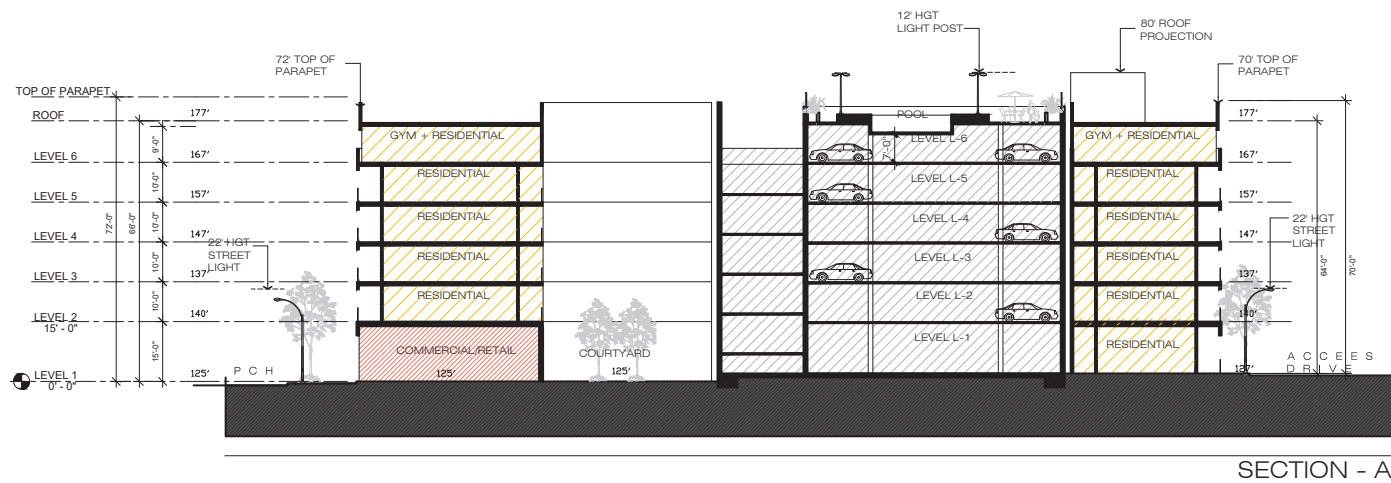


SOURCE: Withee Malcolm Architects 2020

**DUDEK**

**FIGURE 5**

**PCC – Fairfield Parking Cross-Section**  
Pacific Coast Commons Specific Plan EIR Project

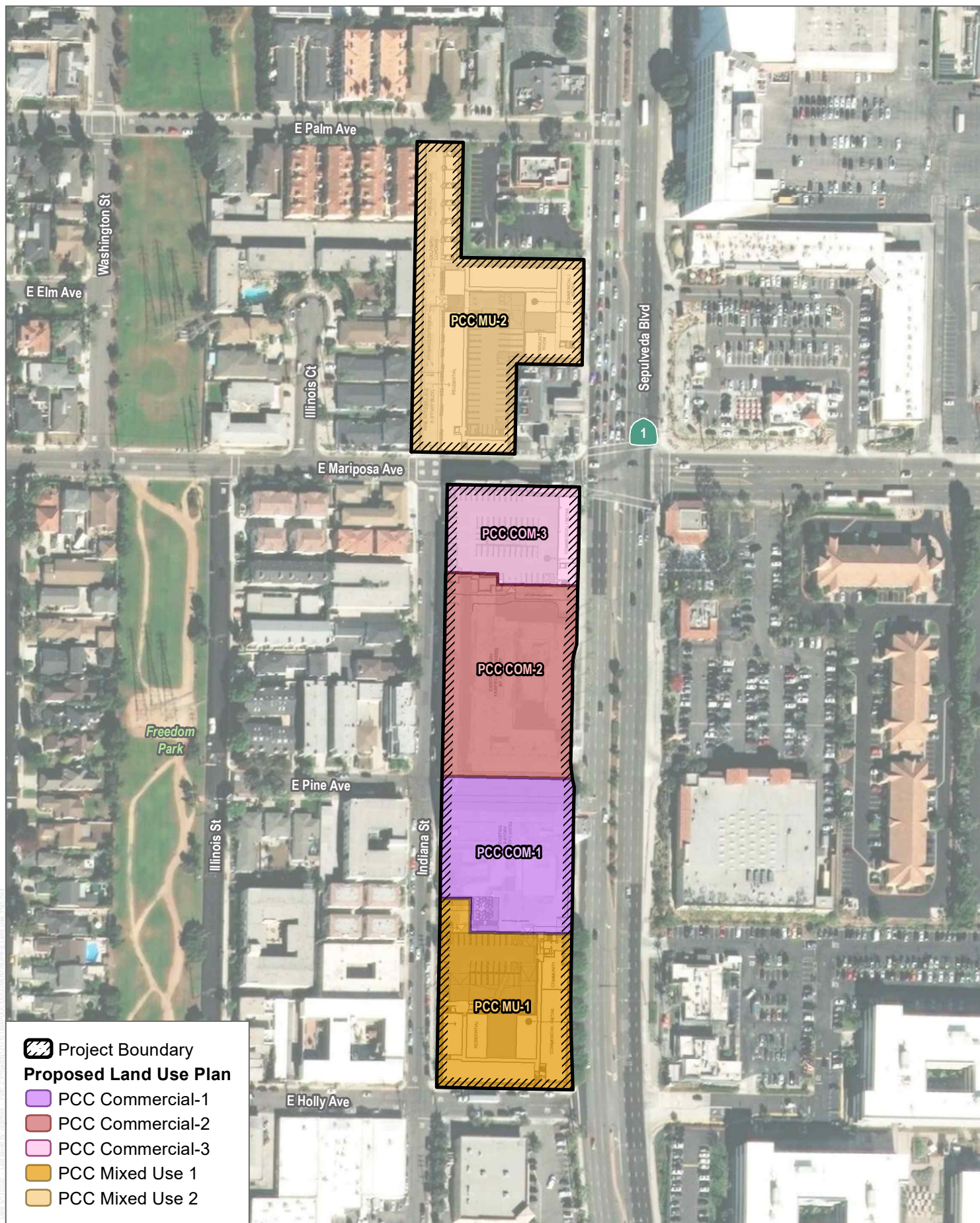


SOURCE: Withee Malcolm Architects 2020

**DUDEK**

**FIGURE 6**

**PCC – North Cross-Section**  
Pacific Coast Commons Specific Plan EIR Project



SOURCE: Esri and Digital Globe 2019; Open Street Map 2019

**FIGURE 7**

## Proposed Land Use Plan

Pacific Coast Commons Specific Plan EIR Project





# Appendix B

---

## Probable Environmental Effects of the Project



## Probable Environmental Effects of the Pacific Coast Commons Specific Plan Project

CEQA Topic	Probable Environmental Effects	Discussion in EIR
<b>Aesthetics</b>	The Project site is visible from surrounding land uses and roadways and the proposed Project would increase the development density and height, and implementation of the Project may have an adverse effect on a scenic vista or conflict with regulations related to scenic quality.	Potential for significant impacts to be analyzed in the Draft EIR
<b>Agriculture and Forestry Resources</b>	The Project site is located in an urban area on a site that is fully developed with buildings and asphalt paving and is included in the General Commercial (C-3) and Parking (P) zones. There are no existing agriculture or forestry activities on the site. No readily available opportunities for agricultural or forestry operations exist on site or in the surrounding area. According to the California Department of Conservation's California Important Farmland Finder, most of Los Angeles County, including the City of El Segundo, is not mapped as part of the state's Farmland Mapping and Monitoring Program; thus, the Project site does not contain Prime Farmland, Unique Farmland, or Farmland of State Importance (collectively "Important Farmland") <sup>1</sup> , nor does it contain any parcels under a Williamson Act contract <sup>2</sup> . Additionally, the Project site nor the surrounding area contain forestland or timberland. Therefore, impacts associated with agricultural and forestry resources would not occur and will not require further evaluation in the Draft EIR.	No potential for significant impacts to Agriculture and Forestry Resources.  This will not be further analyzed in the Draft EIR.
<b>Air Quality</b>	The Project has the potential to conflict with the Air Quality management plan, to result in cumulatively considerable increases of criteria pollutants, and to expose sensitive receptors to substantial pollutant concentrations due to short-term construction activities and long-term operations.	Potential for significant impacts to be analyzed in the Draft EIR
<b>Biological Resources</b>	Under the existing conditions, the Project site is almost entirely developed with paved surfaces and buildings. A limited amount of landscaped areas is located within the Project site and along the public rights-of-way, consisting of small areas of ornamental trees, shrubs, and turf. This vegetation is ornamental in nature, entirely surrounded by urban development, and does not form a cohesive plant community that would provide quality suitable habitat for candidate, sensitive or special status wildlife species, or would support wildlife movement. According to the City's General Plan, the native vegetative cover throughout the City has been displaced by urban structures, and the primary vegetation now consists of domesticated species, including lawn grasses, ground covers, shrubs, and trees, planted for their ornamental qualities. <sup>3</sup> No wetlands or other jurisdiction waters are within the Project site. <sup>4</sup> Further, any development activities conducted	No potential for significant impacts to Biological Resources.  This will not be further analyzed in the Draft EIR.

<sup>1</sup> DOC (Department of Conservation). 2020. "California Important Farmland Finder." Accessed April 22, 2020. <https://maps.conservation.ca.gov/dlrp/ciff/>.

<sup>2</sup> DOC. 2018. "The Williamson Act Status Report 2016-17." Accessed April 22, 2020. Released 2018. [https://www.conservation.ca.gov/dlrp/wa/Documents/stats\\_reports/2018%20WA%20Status%20Report.pdf](https://www.conservation.ca.gov/dlrp/wa/Documents/stats_reports/2018%20WA%20Status%20Report.pdf).

<sup>3</sup> City of El Segundo. 1992. Conservation Element of the El Segundo General Plan. Adopted 1992.

<sup>4</sup> USFWS (United States Fish and Wildlife Service). 2020. National Wetlands Inventory, Wetlands Mapper, Search by Address. Accessed April 22, 2020. <http://www.fws.gov/wetlands/Data/Mapper.html>.

	pursuant to the Specific Plan would be required to comply with all applicable requirements set forth by the City, including the City's street tree regulations. <sup>5</sup> All development activities are subject to the requirement to protect nesting birds, in compliance with the Migratory Bird Treaty Act, which prohibits the accidental or "incidental" taking or killing of migratory birds. <sup>6</sup> Therefore, impacts associated with biological resources would not occur and will not require further evaluation in the Draft EIR.	
<b>Cultural Resources</b>	The Project requires earthwork and excavations into native soils, which has the potential to cause a substantial adverse change in an archaeological resource. The Project requires demolition of existing buildings, which has the potential to result in a substantial adverse change to a historical resource.	Potential for significant impacts to be analyzed in the Draft EIR
<b>Energy</b>	The Project would comply with all applicable building code requirements and is not anticipated to result in potential wasteful, inefficient, or unnecessary consumption of energy resources, during construction or operations, or obstruct a local plan for renewable energy or energy efficiency. However, an evaluation of the proposed Project's compliance with state and local plans for renewable energy or energy efficiencies is required.	No significant impacts are anticipated; however, energy impacts will be analyzed in the Draft EIR.
<b>Geology and Soils</b>	The Project site is within 10 miles of the Newport-Inglewood, Palos Verdes, Puente Hills, and Santa Monica faults and would be subject to periodic groundshaking. The site has the potential for collapsible and/or unsuitable soils on-site soils. The site is not within a State designated liquefaction or landslide zone. The Project requires earthwork and excavations into native soils, which has the potential to cause a substantial adverse change in a paleontological resource.	Potential for significant impacts to be analyzed in the Draft EIR
<b>Greenhouse Gas Emissions</b>	The Project has the potential to generate a significant amount of greenhouse gas emissions and/or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases due to increases in construction activities, vehicle trips, and electrical/gas/energy use.	Potential for significant impacts to be analyzed in the Draft EIR
<b>Hazards and Hazardous Materials</b>	The Project has the potential to create a significant hazard through the routine transport and use of hazardous materials and through reasonably foreseeable upset and accident conditions involving the release of hazardous materials due to demolition of existing structures and construction. The Project's proposed land uses are not anticipated to emit hazardous emissions or handle acutely hazardous materials. The Project site is not within an airport land use plan but is located approximately 0.7-mile from the nearest runway at LAX.	Potential for significant impacts to be analyzed in the Draft EIR
<b>Hydrology and Water Quality</b>	The Project site is located in an urban area on a site that is fully developed with buildings and asphalt paving; therefore, Project implementation would not substantially alter the existing drainage pattern of the site. The Project would comply with all regulations for water quality and low impact development. Although the coastal portion of the City is identified by the State as tsunami hazard areas, it does not include the Project site.	Potential for significant impacts to be analyzed in the Draft EIR
<b>Land Use and</b>	The Project site involves redevelopment of existing properties and	Potential for significant

<sup>5</sup> El Segundo Municipal Code Section 9-3, Street Trees.

<sup>6</sup> 16 United States Code (U.S.C) 703-712

<b>Planning</b>	would not divide a community; however, the Project does require various entitlements that have the potential to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	impacts to be analyzed in the Draft EIR
<b>Mineral Resources</b>	There are no oil wells or oil/mineral extraction activities on the Project site. <sup>7</sup> Current on-site land uses do not allow for oil/mineral extraction. According to the Department of Conservation's Mineral Lands Classification map, the City is within the Mineral Resources Zone-3, which is characterized as areas containing mineral deposits of significance of which cannot be evaluated from available data. <sup>8</sup> Ordinarily, classification of a mineral deposit as MRZ-2a or MRZ-2b by the State Geologist will constitute adequate evidence that an area contains significant mineral deposit; thus, the Project would not result in the loss of mineral resources of known importance to the state. <sup>9</sup> Although the El Segundo Oil Field underlies the City, production has declined since 1967 and only five wells continue to produce oil resources. <sup>10</sup> Therefore, the Project is not expected to result in the loss of availability of a locally-important mineral resource recovery site delineated on the local general plan or other land use plan. Thus, impacts associated with mineral resources would not occur and will not require further evaluation in the Draft EIR.	No potential for significant impacts to Mineral Resources.  This will not be further analyzed in the Draft EIR.
<b>Noise</b>	The Project has the potential to result in substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance and result in excessive groundborne vibration through construction and operation of the Project.	Potential for significant impacts to be analyzed in the Draft EIR
<b>Population and Housing</b>	The Project would allow for the development of 263 new housing units and 11,252 gross square feet of commercial/retail uses, which could induce substantial unplanned population growth either directly or indirectly.	Potential for significant impacts to be analyzed in the Draft EIR
<b>Public Services</b>	The Project would increase the demand for public services, which could result in substantial adverse physical impacts associated with 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 public services.	Potential for significant impacts to be analyzed in the Draft EIR
<b>Recreation</b>	The Project would increase the local population, which could increase the use of parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated or require the expansion of recreational facilities.	Potential for significant impacts to be analyzed in the Draft EIR
<b>Transportation</b>	The Project would generate traffic from the increased local population, which could conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle,	Potential for significant impacts to be analyzed in the Draft EIR

<sup>7</sup> CalGEM (Department of Conservation, Geologic Energy Management Division). 2020. "Well Finder" Accessed April 22, 2020. <https://maps.conservation.ca.gov/doggr/wellfinder/#/-118.39750/33.92133/17>.

<sup>8</sup> DOC. 1979. "Generalized Aggregate Resources Classification Map, Special Report 143 Plate 2.1." 1979. [ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR\\_143/PartII/Plate\\_2-1.pdf](ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_143/PartII/Plate_2-1.pdf)

<sup>9</sup> DOC. 2002. "Guidelines for Classification and Designation of Mineral Lands." Accessed April 22, 2020. <https://www.conservation.ca.gov/smgf/Guidelines/Documents/ClassDesig.pdf>.

<sup>10</sup> City of El Segundo. 1992. Conservation Element of the El Segundo General Plan. Adopted 1992.



	and pedestrian facilities, could conflict or be inconsistent with CEQA Guidelines section 15064.3(b), and could increase hazards at intersections.	
<b>Tribal Cultural Resources</b>	The Project requires earthwork and excavations into native soils, which has the potential to cause a substantial adverse change in the significance of a tribal cultural resource.	Potential for significant impacts to be analyzed in the Draft EIR
<b>Utilities and Service Systems</b>	The Project would increase the density of the property beyond existing conditions, which could result in the construction of new or expanded water, wastewater, storm water drainage, electric power, natural gas, or telecommunications facilities. The Project could affect the capacity of the wastewater treatment provider, generate solid waste in excess of the capacity of local infrastructure, or result in insufficient water supplies to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.	Potential for significant impacts to be analyzed in the Draft EIR
<b>Wildfire</b>	The Project site is in a highly urbanized area and is not within a Very High Fire Hazard Severity Zone and would not exacerbate or expose people or structures to wildfire risks or substantially impair an adopted emergency response plan. Based on the CAL FIRE's Fire Hazard Severity Zones maps <sup>11</sup> , the entire City, including the Project site, is not located in or near state responsibility areas or lands classified as Very High Fire Hazard Severity Zones. Therefore, impacts associated with wildland fire would not occur and will not require further evaluation in the EIR.	No potential for significant impacts to Wildfire.  This will not be further analyzed in the Draft EIR.

<sup>11</sup> CAL FIRE. 2020 "FHSZ Viewer." Accessed April 22, 2020. <http://egis.fire.ca.gov/FHSZ/>.