Cities of Hermosa Beach and Manhattan Beach

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT, PUBLIC REVIEW PERIOD AND PUBLIC SCOPING MEETING

Notice is hereby given that the City of Hermosa Beach will prepare an Environmental Impact Report (EIR) for the projects identified below that include improvements on properties in both Hermosa Beach and Manhattan Beach. We need to know your views regarding the scope and content of the environmental information to be prepared for the proposed projects.

PROJECT TITLE AND APPLICANT: The Hermosa Beach component is titled: "Skechers Design Center and Executive Offices Project"; the Manhattan Beach component is titled: "Skechers Corporate Office Project". The Applicant is Sepulveda Design Center LLC (Skechers USA Inc.), 330 S. Sepulveda Boulevard, Manhattan Beach, CA 90266.

PROJECT LOCATIONS:

Hermosa Beach Component: The two buildings in Hermosa Beach would be located on the west side of Pacific Coast Highway, north and south of 30th Street. The current property addresses are 2851, 2901, 3001, and 3125 Pacific Coast Highway and 744 Longfellow Avenue (Assessor Parcel Nos. 4169-034-020, 4169-034-021, 4169-029-044, 4169-029-045, and 4169-029-52).
Manhattan Beach Component: The building in Manhattan Beach would be located on the west side of Sepulveda Boulevard just north of the Hermosa Beach city limit. The current property addresses are 305, 309 and 317 S. Sepulveda Boulevard and 1050 Duncan Avenue (Assessor Parcel Nos. 4169-024-001, 4169-024-002, and 4169-024-021).

PROJECT DESCRIPTION:

Hermosa Beach Component:

The Hermosa Beach portion of the project would consist of two separate three- story concrete buildings. All vacant structures currently on the project site, including a single-family residence and auto sales and repair facilities, would be demolished. The project site encompasses a total of 83,956 square feet both north and south of 30th Street on two lots near the Manhattan Beach boundary.

The Design Center would be located on the property south of 30th Street. It would have 101,358 square feet of floor area and would accommodate up to 350 employees. Additionally, the building would be used to host conferences approximately twice a year. Approximately 450-500 conference attendees would be transported via buses to the Design Center from the Redondo Beach Performing Arts Center. The Executive Offices would be located on the property north of 30th Street and would encompass 32,341 square feet of floor area. The Executive Offices would employ up to 150 people. Total floor area of the two buildings would be 133,699 square feet.

The Design Center and Executive Offices would be connected by a 16'-1" wide footbridge crossing over 30th Street between the second level of the Executive Offices and the third level of the Design Center. The maximum building height for both buildings would be 35 feet. Both buildings would be similar in design to the existing Skechers building located at 330 S. Sepulveda Boulevard. Subterranean parking three to four levels deep would be located under both the Design Center and Executive Offices. The primary entrance to the Design Center would be from a new driveway on the west side of Pacific Coast Highway across from Keats Avenue. There would be an additional entrance at the southwest end of the Executive Center on 30th Street.

Manhattan Beach Component:

The Manhattan Beach property is located on Sepulveda Boulevard between Duncan Avenue and Boundary Street near the Hermosa Beach boundary. The existing buildings on the site would be demolished and replaced with a 37,703 square-foot Skechers office building that would be similar in design to the existing Skechers building at 330 S. Sepulveda Boulevard. The new building would be two stories and 30 feet high over a three-story subterranean parking garage. The building would comply with the height and other development standards of the General Commercial zone and the Sepulveda Boulevard Development Guide. It would house back office corporate functions with 150 workers. The parking garage entrance would be on Duncan Avenue.

PROBABLE ENVIRONMENTAL EFFECTS OF THE PROJECT: Based on the findings of the Initial Study, the proposed project could have potentially significant impacts on the following environmental factors: Aesthetics, Air Quality, Cultural Resources, Geology/Soils, Greenhouse Gas Emissions, Hazards & Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Noise, Population/Housing, Public Services, Recreation, Transportation/Traffic, Utilities/Service Systems, and Mandatory Findings of Significance.

SCOPING MEETING: Pursuant to Section 21083.9 of the Public Resources Code, a Scoping Meeting will be held to discuss the proposed project EIR and assist the City in identifying the range of actions, alternatives, mitigation measures, and significant effects to be analyzed in depth in the EIR. The meeting will be held on November 18, 2015, from 7:00 to 9:00 p.m. at the Hermosa Beach Community Center, 710 Pier Avenue, Hermosa Beach, California.

A copy of the Initial Study describing the project location and potential environmental effects is available at the Community Development Department, City of Hermosa Beach, 1315 Valley Drive, Hermosa Beach, California or may be reviewed at **http://www.hermosabch.org/index.aspx?page=482**. For preparation of the EIR, the City of Hermosa Beach will be the Lead Agency coordinating with the City of Manhattan Beach. The public review period for submitting comments on the scope of the EIR is November 11, 2015 to December 11, 2015. All comments should be submitted no later than December 11, 2015. Please send comments to Ken Robertson, Community Development Director, City of Hermosa Beach, 1315 Valley Drive, Hermosa Beach, CA, 90254, (310) 318-0242 or via email to krobertson@hermosabch.org. Include your name, address and concerns.

City of Hermosa Beach

Skechers Design Center and Offices Project

Initial Study

November 2015

rincon

Environmental Scientists Planners Engineers

Skechers Design Center and Offices Project

Initial Study

Prepared by:

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

Prepared with the assistance of:

Rincon Consultants, Inc.
180 North Ashwood Avenue
Ventura, California 93003

November 2015

This report is printed on 50% recycled paper.

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INITIAL STUDY

1. Project Title: Skechers Design Center and Offices Project

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

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

4. Project Location:

Hermosa Beach Component
2851, 2901, 3001, & 3125 Pacific Coast Highway (PCH); 744 Longfellow Avenue
Hermosa Beach, CA 90254

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

- 4169-034-020
- 4169-034-021
- 4169-029-044
- 4169-029-045
- 4169-029-052

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

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

- 4169-024-001
- 4169-024-002
- 4169-024-021

Figure 1 shows the regional location of the project site. Figure 2 shows the project site and its local vicinity. Figure 3a and 3b show the site plans for both project sites. Figures 4a-d contain photos of the project site.

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

6. General Plan Designation:

Hermosa Beach
General Commercial (GC)

Manhattan Beach
General Commercial

7. Zoning:

Hermosa Beach
R-1 (Single Family Residential)
C-3/AH-O (General Commercial/Affordable Housing Overlay)

Manhattan Beach
CG (General Commercial)

8. Description of Project:

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

Hermosa Beach Component

The Hermosa Beach project site consists of 5 separate properties located at 2851, 2901, 3001 & 3125 Pacific Coast Highway and 744 Longfellow Drive that were all previously developed and occupied, but that are now vacant and deteriorated. The property at 744 Longfellow is developed with an older, vacant single-family home. The properties along Pacific Coast Highway were the former locations for Midas Muffler, Vasek Polak BMW and South Bay Lotus dealership. The former primary uses were for new and used auto sales and repairs.

Each of these existing structures would be demolished and replaced with the new Skechers Design Center and Executive Offices (HB component). The HB component would consist of two separate Type IIA, 3-story, concrete buildings with a maximum building height of 35' from grade. The Design Center (Building A) and the Executive Offices (Building B) would be connected by a 16'-1" wide bridge crossing over 30th Street between the 2nd level of the Executive Offices and the 3rd level of the Design Center, as well as an underground connection under 30th street via a subterranean parking structure approximately 3 levels deep. The primary entrance to the HB project would be from a new driveway into the Design Center on the west side of Pacific Coast Highway across from Keats Avenue; the project design includes a modification to the existing median south of Keats to install a left turn lane for vehicles

traveling northbound on Pacific Coast Highway. An additional entrance would be at the southwest corner of the Executive Offices on 30th Street. The buildings would be designed to closely resemble Skechers' current building located at 330 S. Sepulveda Boulevard in Manhattan Beach and the new Skechers Office Project being proposed at 305 S. Sepulveda in Manhattan Beach.

The Design Center would be approximately 101,358 square feet and would contain: 35 to 40 showrooms with an average size of 1,000 square feet, and 35 to 40 product development rooms with an average size of 500 - 1000 square feet, general offices, a private-company cafeteria; product designers, conference rooms, shoe libraries, storage areas and other ancillary uses. There would be amenities such as a terrace facing Pacific Coast Highway, a water feature, and a lobby. The Design Center could eventually accommodate 250 to 350 employees.

Approximately, two (2) times per year, Skechers invites approximately 500 – 1,500 people to attend the Global Sales Conference which lasts for three days at the Redondo Beach Performing Arts Center. After lunch, approximately 450 – 500 of those attendees are transported via bus to the Skechers building at 330 Sepulveda; the numbers drop on the second and third days of the conference. The people are transported utilizing 8 buses (with a 60 seat capacity). With the completion of the Design Center, the attendees would be relocated to the new showrooms in Hermosa Beach and the old showrooms will no longer be used. Buses would only be at the Design Center to drop off and pick up. The buses are typically held offsite until they are needed for transportation to deliver the people back to their hotels. Currently, most people stay at the Manhattan Beach Marriott, but with the expansion of the Design Center into Hermosa Beach, it is anticipated that some of these visitors would be put up at Hermosa Beach hotels.

The northern building, would be new Executive Offices and would be approximately 32,241 square feet. In addition to the office space, there would be more showrooms, a management dining area, a lobby and reception area and some water features. The Executive Offices would accommodate up to 100 to 150 people.

Each building would contain sufficient parking for its size. The Design Center requires 405 parking spaces and would contain 512 parking spaces; the Executive Offices require and would contain 129 parking spaces. In total the two buildings would include 14 handicapped spaces (1 more than required) and an excess of 107 spaces. The extra compact spaces are due to the additional parking that is being developed over code requirements. Skechers has indicated that it currently utilizes tandem spaces in its current parking structures without negative effects Deliveries would be made to the Design Center on Pacific Coast Highway in the deceleration lane.

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

Required approvals for the Hermosa Beach Project are:

- General Plan amendment changing text regarding 744 Longfellow

- Zone Change for 744 Longfellow
- Conditional Use Permit for development in the Affordable Housing Overlay zone
- Precise Development Plan
- Tentative Map combining 5 parcels into 2
- Parking Plan to allow tandem parking and to account for buses for conferences
- Vacation of alley west of/behind 2851 PCH
- Construction and encroachment permits
- Modified construction hours with an earlier start time Monday through Friday. The new start time would be 7:30 a.m. rather than 8:00 a.m.

Manhattan Beach Component

The Manhattan Beach property is located on the west side of Sepulveda Boulevard (PCH) between Duncan Avenue and Boundary Place. It is comprised of three parcels and consists of an approximate 7,500 square foot office building at 1050 Duncan Avenue, Debonair Cleaners (317 S. Sepulveda Boulevard), Auto Werxstatt Auto Repair (305 S. Sepulveda Boulevard) and a now vacant copy shop (309 S. Sepulveda Boulevard). The existing development is 15,237 square feet (including the 7,500 square feet mentioned above). The buildings on Sepulveda are directly on the sidewalk and have no cohesive design element. All of the buildings would be demolished and replaced with a modern 37,703 square foot Skechers office building (MB component) that would match the design of the Skechers building at 330 S. Sepulveda Boulevard as well as the HB component.

The building would be a 2-story, 30 foot tall building over a 3-story subterranean parking garage. This height is within the height restrictions of the City of Manhattan Beach Sepulveda Boulevard Development Guide. The building would also comply with all other development standards of the General Commercial zone and the Sepulveda Boulevard Development Guide. The three existing parcels would be merged into one.

The building would have an exposed concrete frame with clear and colored spandrel glass. There would be a 2,850 square foot terrace on the second floor with a water feature and fire pit for employee use. This patio would face Sepulveda Boulevard.

The office space would be designed to house an additional 150 office workers. The building would provide office space for back office corporate functions. The building is completely independent of the new Design Center and Executive Offices that comprise the HB component of the project.

The parking garage entrance would be on Duncan Avenue, opposite the entrance to Skechers' current building at 225 S. Sepulveda Boulevard. Although only 126 parking spaces are required, the building would provide parking for 215 cars. Some of these extra spaces will accommodate employees who work at the 225 building as this building, which Skechers purchased, has proven to be under parked. There would be one large and one small loading space along Boundary Place. The transformer, cooling towers, and refuse/recycling areas are all also along Boundary Place and would be screened by walls with a height that would be in accordance with the Manhattan Beach Municipal Code.

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

The minimal landscaping that currently exists would be upgraded and improved. Landscaping would comprise 25% of the site, thus exceeding the 8% landscape requirement. The rear yard setback would be landscaped with bamboo or similarly tall landscape screening and ground cover. This area would not be accessible to employees or the public. The planter area would be approximately 10 feet above grade on the Duncan Avenue side. The landscaping hedge on the west property line of the Manhattan Beach Building would include a type of evergreen, *Afrocarpus gracilior*. Landscape planters and trees would also be provided all along Sepulveda Boulevard as well as Duncan Avenue. A water feature is proposed at the entrance on Sepulveda Boulevard.

Required approvals for the Manhattan Beach project are:

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

These approvals will be from the City of Manhattan Beach which will be a responsible agency.

9. Surrounding Land Uses and Setting:

The project sites are located on the west side of PCH in Hermosa Beach and on the west side of Sepulveda Boulevard in Manhattan Beach. The project sites are also bordered by the following uses:

The Pacific Ocean is located approximately 3,700 feet west of both sites. The closest residences are located immediately adjacent to the sites on the western project boundary.

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

10. Other Public Agencies Whose Approval is Required:

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

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

<u>Caltrans</u>

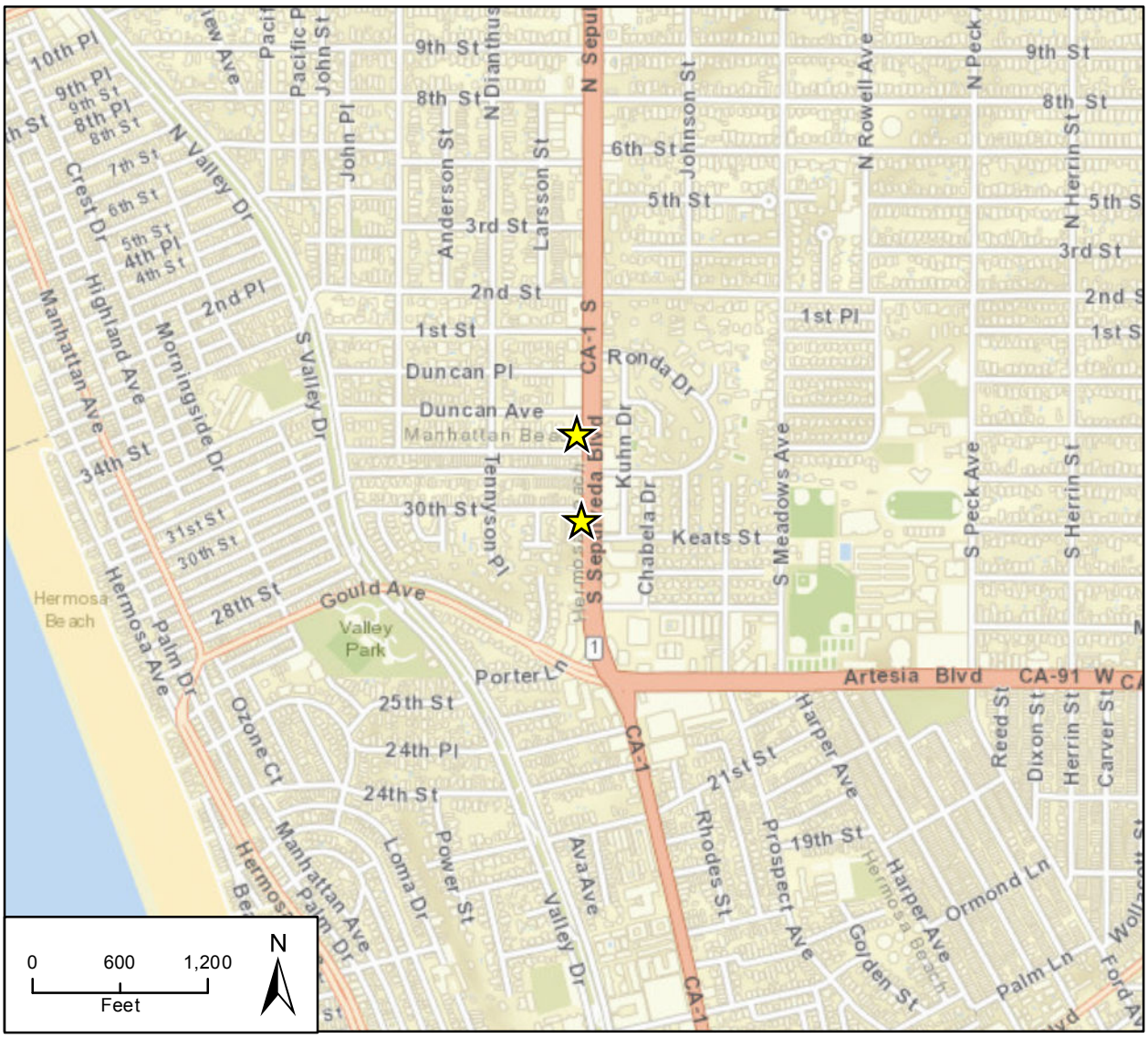
- The northbound left-turn pocket design would require review and approval by Caltrans because PCH/Sepulveda Boulevard is a Caltrans facility.

- Additionally, Caltrans will need to issue encroachment permits for the tiebacks for the buildings.
- Caltrans' permission will be required for a signal at Keats and Pacific Coast Highway to provide for ingress and egress into the Design Center.

Table 1
Existing Land Uses and Zoning

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

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



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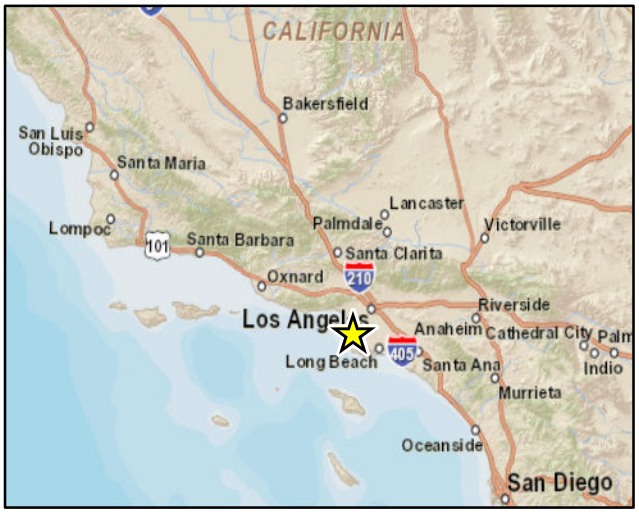
Project Location

City Boundary



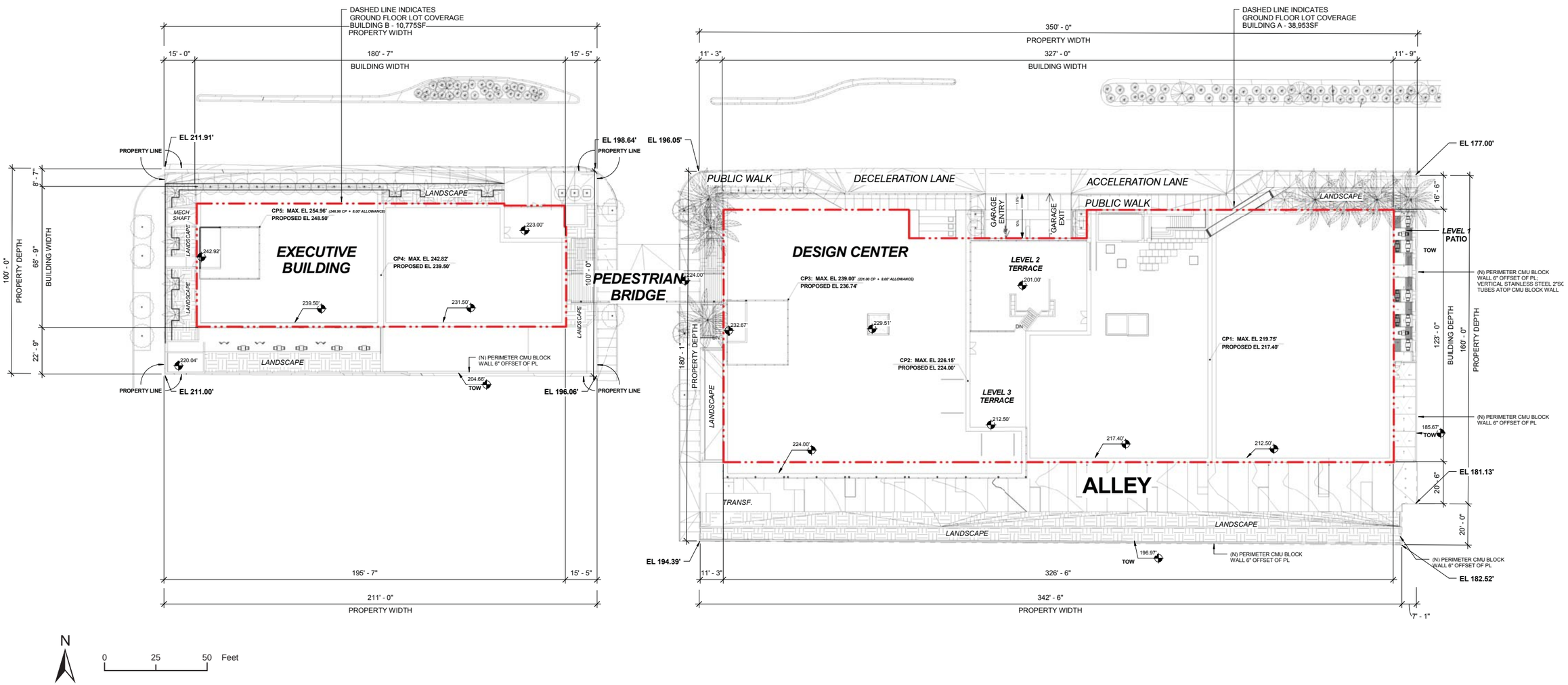
Regional Location

Figure 1

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

Project Site and Vicinity

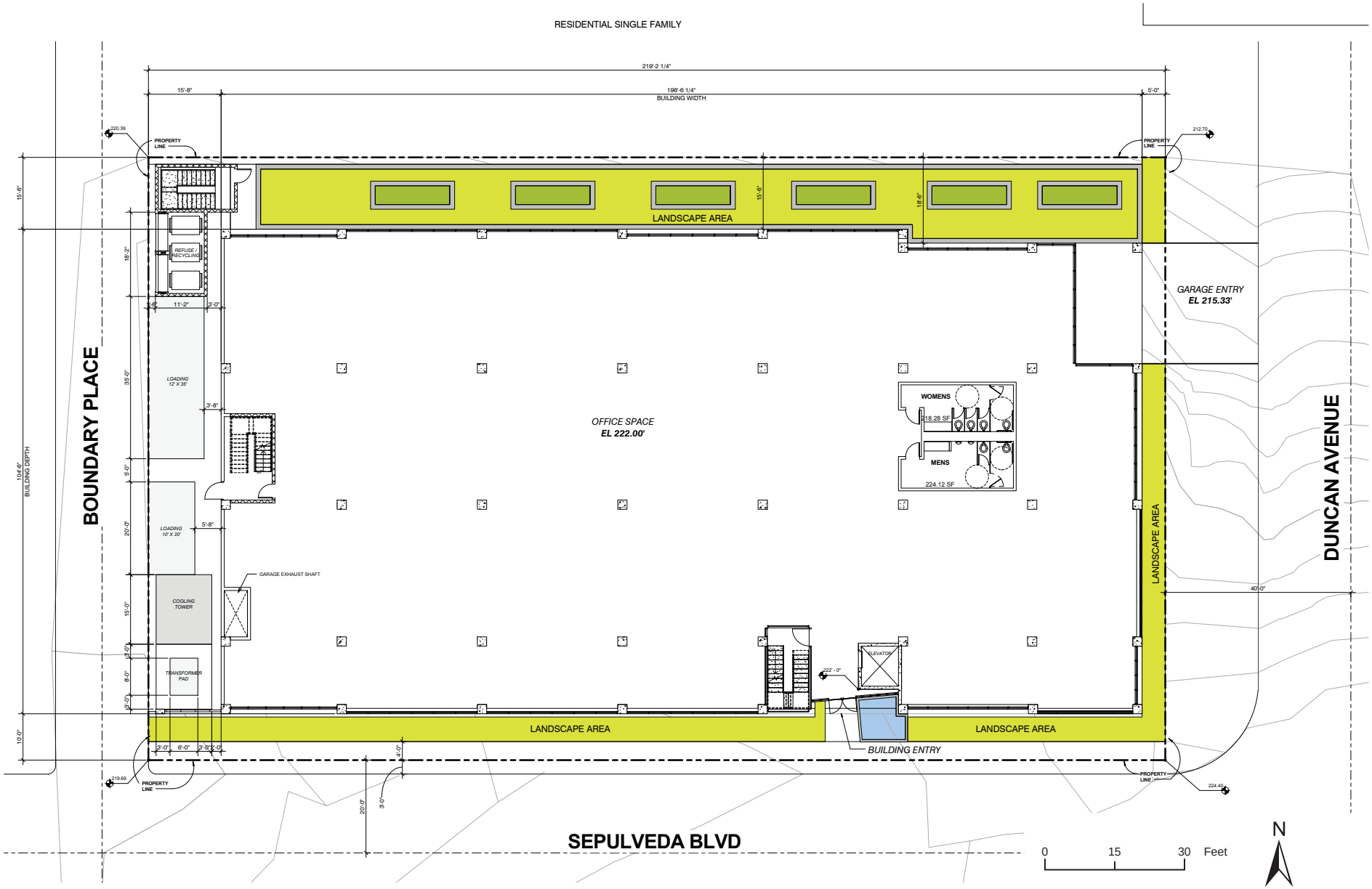
Figure 2



Site Plan

Source: DFH, October 2014

Figure 3a



Source: DFH Architects, LLP

Manhattan Beach Site Plan

Figure 3b

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

Photo 2: View looking south at 2851 Pacific Coast Highway

Photo 3: View looking north at 2901 Pacific Coast Highway

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

Site Photos

Figure 4a

Photo 5: View looking south at 3001 Pacific Coast Highway

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

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

Photo 8: View looking southwest at 3125 Pacific Coast Highway

Site Photos

Figure 4b

Photo 9: View of existing residence at 744 Longfellow Avenue

Photo 10: Additional view of residence at 744 Longfellow Avenue

Photo 11: View looking northwest at 305 S. Sepulveda Boulevard

Photo 12: View looking west at 309 S. Sepulveda Boulvard

Site Photos

Figure 4c

Photo 13: Looking southwest at 317 S. Sepulveda Boulvevard

Photo 14: Looking south at 1050 Duncan Avenue

Site Photos

Figure 4d

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION

On the basis of this initial evaluation:

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

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

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

☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature _____ Date _____

ENVIRONMENTAL CHECKLIST

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

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

The proposed HB Component of the project involves the construction of a new Design Center and Offices for Skechers with a maximum height of 35 feet. This use would replace the existing vacant single-family home, new and used auto sales facilities and auto repair facilities. The proposed building would be of greater height and mass than the existing buildings and would have the potential to block views of the Pacific Ocean, which is considered a scenic vista. Additionally, the project includes a pedestrian bridge spanning 30th Street which would connect the Design Center to the Executive Offices. The pedestrian bridge would have the potential to block views of the Pacific Ocean as currently seen from 30th street east of the project site. The impact to scenic vistas would be potentially significant and will be analyzed in an EIR.

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

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

POTENTIALLY SIGNIFICANT IMPACT

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

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

Scenic resources are not formally defined in the Manhattan Beach General Plan and there are no rock outcroppings, historic buildings, monuments or public art on site. However, there are several trees on the Manhattan Beach site that would be removed as a result of the project, including nine palm trees, two eucalyptus trees, and seven unidentified tree species. These trees are on private property and are not street trees, as defined as in section 7.32.020 of the Manhattan Beach Municipal Code. Therefore, the trees on the Manhattan Beach site are not protected by any local policies or ordinances and therefore their removal is not considered a significant visual impact.

No impact would occur on either of the project sites and further analysis of this issue in an EIR is not warranted.

NO IMPACT

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

shade/shadow analysis that evaluates shadows generated by the project on both the summer and winter solstices.

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

POTENTIALLY SIGNIFICANT IMPACT

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

The proposed project would also involve additional Skechers office space in a developed area of Manhattan Beach. Existing buildings located on the project site would be demolished and new sources of light and glare (as discussed above) would be introduced. The nearest sensitive receptors are the residential buildings immediately adjacent and west of the project site, with frontage on Boundary Place and Duncan Avenue. However, Manhattan Beach Municipal Code requires the shielding of exterior lights to inhibit off-site illumination or glare. Therefore, impacts related to light and glare would be less than significant and further analysis of this issue in an EIR is not warranted.

POTENTIALLY SIGNIFICANT IMPACT

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Source: DFH, October 2014

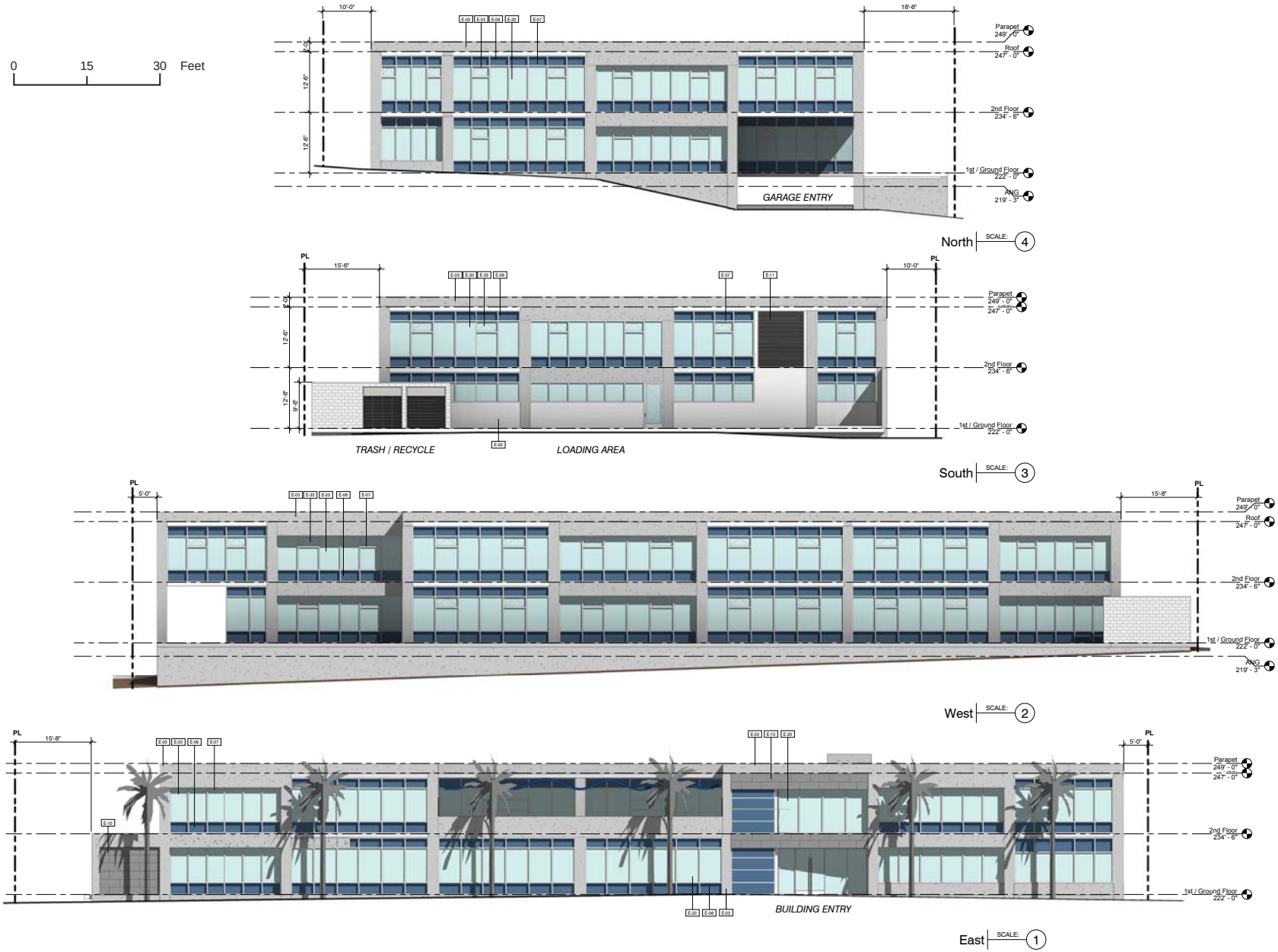
Photo Renderings of Hermosa Beach Design Center and Executive Offices

Figure 5a

Source: DFH, October 2014

Photo Renderings of Hermosa Beach Design Center and Executive Offices

Figure 5b



Source: DFH Architects, LLP

Manhattan Beach Project Elevations

Figure 6

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

a-e) The Hermosa Beach site is currently zoned R-1 (Single Family Residential) and C-3/AH-O (General Commercial/Affordable Housing Overlay) and the General Plan designation is General Commercial (GC). The site is developed with non-residential structures and surrounded by commercial and residential uses. .Additionally, one parcel on the Hermosa Beach site is developed with a vacant single-family structure. The vicinity of the site is entirely urbanized.

The Manhattan Beach site's General Plan designation is General Commercial and is currently zoned CG (General Commercial). The Manhattan Beach site is also developed in an urbanized area with non-residential structures and surrounded by commercial and residential uses.

No agricultural activities presently occur on-site or adjacent to the sites. Neither site is classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Important (California Division of Land Resource Protection, 2014). In addition, neither the City of Hermosa Beach nor the City of Manhattan Beach has land zoned for agricultural or forest land, nor are any lands within the cities are under a Williamson Act contract (City of Hermosa Beach, 2014; City of Manhattan Beach, 2003). No impact would occur with respect to this issue and further analysis in an EIR is not warranted.

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY				
-- Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	■	☐	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	■	☐	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	■	☐	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	■	☐	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	■

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

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

Both the Hermosa Beach and the Manhattan Beach projects dos not include any residential components; however, they could lead to population growth as a result of employment opportunities generated by the operation of the Design Center and Executive Offices in Hermosa Beach and the office space for back office corporate functions in Manhattan Beach.

As discussed in the *Project Description*, the Hermosa Beach project would accommodate up to about 500 employees. According to the Southern California Association of Governments (SCAG) 2012 – 2035 RTP/SCS, Hermosa Beach had a total of 7,000 jobs in 2008. Therefore, the 500 individuals employed by the proposed project would increase the number of jobs in the City of Hermosa Beach by about seven percent

The Manhattan Beach project would accommodate up to 150 employees. According to the Southern California Association of Governments (SCAG) 2012 – 2035 RTP/SCS, Manhattan Beach had a total of 15,100 jobs in 2008. Therefore, the 150 individuals employed by the proposed project would increase the number of jobs in the City of Manhattan Beach by about one percent.

When compared to employment levels within the entire South Bay Cities subregion,[1] (reported by SCAG to be 372,240 in 2008), the 650 additional jobs represents a 0.1 percent increase in employment in South Bay cities area. As discussed in Section XIII, *Population and Housing*, the additional employees and residents that would be added to the region are within the growth forecast for the South Bay Cities region as a whole. Nevertheless, potential direct and indirect impacts related to job growth will be studied in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

b, c) The SCAQMD has established standards for air quality contaminants generated by construction and by operational activities for such pollutants as ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and particulate matter (PM_{10}). The SCAQMD maintains an extensive air quality monitoring network to measure criteria pollutant concentrations throughout the SCAB. The SCAB is in nonattainment for the federal standards for ozone, lead, and particulate matter ($PM_{2.5}$), as well as state standards for ozone and particulate matter ($PM_{2.5}$, PM_{10}) (California Air Resources Board, 2014).

Dust would be generated during the construction of both the Hermosa Beach and Manhattan Beach project and could contribute to particulate matter that may degrade local air quality.

[1] South Bay Cities includes the following cities: Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, and Torrance.

Traffic and energy consumption associated with both projects' operations would also generate air pollutant emissions. These emissions could result in the violation of air quality standards or exceedance of SCAQMD's significance thresholds. These short-term and long-term air quality impacts may be potentially significant and will be assessed in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

d) The sensitive receptors nearest to the Hermosa Beach project site include adjacent residences and a child care center located west of the project site between Boundary Place and south of 30th street. The sensitive receptors nearest to the Manhattan Beach project site include adjacent residences west of the project site, with frontage on Boundary Place and Duncan Avenue.

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

POTENTIALLY SIGNIFICANT IMPACT

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

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES				
-- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	■	☐	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	■

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES				
-- Would the project:				
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	■
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	■
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	■
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	■

a) Both the Hermosa Beach and Manhattan Beach sites are within a highly urbanized area. In addition, both sites have been disturbed to accommodate past and present onsite development and are currently covered with structures, as described in the *Project Description*. The sites do not contain native biological habitats or habitats for special status species.

Existing street trees located on Longfellow Avenue adjacent to the Hermosa Beach site and on the Manhattan Beach site could be affected by the proposed project. These trees could contain bird nests and birds that are protected under the Migratory Bird Treaty Act (MBTA – 16 United State Code Section 703-711). Protected birds include common songbirds, waterfowl, shorebirds, hawks, owls, eagles, ravens, crows, native doves and pigeons, swifts, martins, swallows and others, including their body parts (feathers, plumes etc.), nests, and eggs. Both the Hermosa Beach project and Manhattan Beach project have the potential to impact migratory and other bird species if construction activities occur during the nesting season, which is typically February 15 through September 15. Construction-related disturbances could result in nest abandonment or premature fledging of the young. Therefore, both proposed projects could result in potentially significant impacts.

POTENTIALLY SIGNIFICANT IMPACT

b, c) Both the Hermosa Beach and Manhattan Beach sites are currently developed and is within an urban setting. Neither site includes any riparian or sensitive natural communities. No impact would occur and further analysis of these issues in an EIR is not warranted.

NO IMPACT

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

NO IMPACT

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

There are several trees on the Manhattan Beach site that would be removed as a result of the project, including nine palm trees, two eucalyptus trees, and seven unidentified tree species. However, these trees are on private property and are not street trees, as defined in section 7.32.020 of the Manhattan Beach Municipal Code. Therefore, the trees on the Manhattan Beach site are not protected by any local policies or ordinances. No impact would occur and further analysis of this issue in an EIR is not warranted.

NO IMPACT

f) Neither the Hermosa Beach site nor the Manhattan Beach site is within the area of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impact would occur and further analysis of this issue in an EIR is not warranted.

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. CULTURAL RESOURCES				
-- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as	☐	☐	☐	■

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. CULTURAL RESOURCES				
-- Would the project:				
defined in §15064.5?				
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	■	☐	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	■	☐	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	■	☐	☐	☐

a) The Hermosa Beach site is currently developed with a single-family home, new and used auto sales facilities, and auto repair facilities. All existing buildings onsite are currently vacant and would be demolished as part of the project.

The Manhattan Beach site is developed with single story commercial buildings and a two story office building. Only the copy shop building is currently vacant, however, all existing buildings would be demolished as part of the project.

Rincon Consultants, Inc. conducted a preliminary historic assessment of the proposed project sites in Hermosa Beach and Manhattan Beach. That assessment included as Appendix A, finds that none of the buildings located within both project areas retain sufficient integrity of a historic significance to warrant consideration for eligibility at the State or local levels of historic significance. As such, none of the buildings located within both project sites are considered historical resources in accordance with CEQA (Section 21084.1). Demolition and redevelopment of the parcels located within both project sites would not result in a significant adverse impact to historic resources in accordance with CEQA. No impact would occur and further analysis of this issue in an EIR is not warranted.

NO IMPACT

b-d) Both the Hermosa Beach site and the Manhattan Beach site are within an urbanized area. Both sites have been previously graded and paved; therefore, the likelihood that intact archaeological resources, paleontological resources, or human remains are present is low. Because both sites have been developed previously, any surficial paleontological resources that may have been present at one time have likely been disturbed. Therefore, the topmost layers of soil in both project areas are not likely to contain substantive fossils. Excavation to the depths proposed by both projects has not occurred under previous development. Although project implementation is not expected to uncover archaeological resources, paleontological resources

or human remains, the possibility for such resources exists and impacts would be potentially significant and will be assessed in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. GEOLOGY AND SOILS				
-- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	■
ii) Strong seismic ground shaking?	■	☐	☐	☐
iii) Seismic-related ground failure, including liquefaction?	■	☐	☐	☐
iv) Landslides?	☐	☐	☐	■
b) Result in substantial soil erosion or the loss of topsoil?	■	☐	☐	☐
c) Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	■	☐	☐	☐
d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?	■	☐	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■

a(i) Fault rupture is defined as the displacement that occurs at the ground surface along a seismically active fault during an earthquake event. Based on criteria established by the California Geological Survey (CGS), faults can be classified as active, potentially active, or inactive. Active faults are those having historically produced earthquakes or shown evidence of

movement within the past 11,000 years (during the Holocene Epoch). The seismically active southern California region is crossed by numerous active and potentially active faults and is underlain by several blind thrust faults (i.e., low angle reverse faults with no surface exposure). Alquist-Priolo Earthquake Fault Zones (formerly Special Study Zones) have been established throughout California by CGS. These zones identify areas where potential surface rupture along an active fault could prove hazardous and identify where special studies are required to characterize the fault rupture hazard potential to habitable structures (CDMG 1999). Neither Hermosa Beach nor Manhattan Beach is located within a fault-rupture hazard zone area, as defined by the Alquist-Priolo Special Studies Zones Act, and no known major active faults are located within Hermosa Beach or Manhattan Beach (City of Hermosa Beach, 2014; City of Manhattan Beach, 2003). Therefore, there would be no impact associated with rupture of a known earthquake fault and further analysis of this issue in an EIR is not warranted.

NO IMPACT

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

POTENTIALLY SIGNIFICANT IMPACT

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

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

POTENTIALLY SIGNIFICANT IMPACT

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

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

NO IMPACT

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

POTENTIALLY SIGNIFICANT IMPACT

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

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

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

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

POTENTIALLY SIGNIFICANT IMPACT

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

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

Manhattan Beach may be roughly divided into two sections based on its topography and soil conditions. The areas are divided by a sand dune ridge which runs diagonally from a point on the northwest City boundary approximately 2,000 feet from the coast to a point on the southern City boundary approximately 1,000 feet east of Sepulveda Boulevard. To the west of this ridge, where the project site is located, the soil is fine dune sand and the topography is hilly (City of Manhattan Beach Official Website).

Therefore, impacts related to expansive soils would be potentially significant and further analysis of potential impacts associated with expansive soil will be included in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

e) Both components of the Hermosa Beach and Manhattan Beach project would be connected to local wastewater treatment systems. Septic systems would not be used. No impact would occur and further analysis of this issue in an EIR is not warranted.

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS				
-- Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	■	☐	☐	☐
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	■	☐	☐	☐

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

POTENTIALLY SIGNIFICANT IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VIII.HAZARDS AND HAZARDOUS MATERIALS				
-- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	■	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	■	☐	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	☐	☐	■	☐
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	■
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?	☐	☐	☐	■
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?	☐	☐	☐	■
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
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?	☐	☐	☐	■

a) The proposed project would involve the construction of new commercial buildings. The proposed uses of the Hermosa Beach site consist of executive offices and a design center. The design center includes show rooms and meeting spaces for new products in various phases of development. The proposed use of the Manhattan Beach site consists of office space for back office corporate functions.

No shoe production or manufacturing that would involve the use or transport of hazardous materials would occur on either sites. Both projects would not involve the routine transport, use or disposal of hazardous substances, other than minor amounts typically used for maintenance. In the unlikely scenario that licensed vendors or tenants bring hazardous materials to and from the project sites, they would be required to provide all appropriate documentation for all hazardous material that is transported in connection with project-site activities (as required by the City's Municipal Code). In addition, any hazardous wastes produced on both sites would be subject to requirements associated with accumulation time limits, proper storage locations and containers, and proper labeling. As part of any removal of any hazardous waste from the sites, hazardous waste generators are required to use a certified hazardous waste transportation company, which must ship hazardous waste to a permitted facility for treatment, storage, recycling, or disposal. Compliance with these applicable regulations would reduce impacts associated with the use, transport, storage, and sale of hazardous materials to a less than significant level. Therefore, further analysis of this issue in an EIR is not warranted.

LESS THAN SIGNIFICANT IMPACT

b) Both the Hermosa Beach site and the Manhattan Beach site currently contain auto repair facilities. The auto repair site in Hermosa Beach is vacant, while the site in Manhattan Beach is currently occupied.

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

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

POTENTIALLY SIGNIFICANT IMPACT

c) Both project sites are located approximately 0.25 miles west of Mira Costa High School (1401 Artesia Boulevard, Manhattan Beach) and Pennekamp Elementary School, and 0.35 miles east of

Robinson Elementary School (80 S. Morningside Drive, Manhattan Beach). Additionally, a child care center is located between the Hermosa Beach and Manhattan Beach sites, on the northern side of Longfellow Avenue. A number of private schools and pre-schools also occupy the area. Operation of both proposed projects would not involve the use or transport of hazardous materials. However, construction of both projects would involve demolition of the existing onsite structures and surface parking lots. All existing buildings on both sites would be demolished as part of the project. Many of these buildings are older than 45 years of age. Due to their age, these buildings may contain asbestos and lead-based paints and materials. The removal of any asbestos-containing materials would be required to comply with all applicable existing rules and regulations, including SCAQMD Rule 1403 (Asbestos Demolition and Renovation Activities) and CalOSHA regulations regarding lead-based materials. SCAQMD Rule 1403 specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos containing materials (ACMs). Requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials (ACWM). All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings. California Code of Regulations, §1532.1, requires testing, monitoring, containment, and disposal of lead-based materials, such that exposure levels do not exceed CalOSHA standards. Therefore, impacts related to hazardous emissions or materials affecting school sites would be less than significant and further analysis of this issue in an EIR is not warranted.

LESS THAN SIGNIFICANT IMPACT

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

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

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

NO IMPACT

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

NO IMPACT

g) The proposed project involves infill development in an urbanized area of Hermosa Beach and Manhattan Beach. Project implementation would not involve any changes to emergency response or evacuation routes. Both components of the project would be required to comply with applicable California Fire Code requirements. No impact would occur and further analysis of this issue in an EIR is not warranted.

NO IMPACT

h) Both the Hermosa Beach site and the Manhattan Beach site are in an urbanized area and is not within a wildland fire hazard area. No impact would occur and further analysis of this issue in an EIR is not warranted.

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY				
-- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	■	☐	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or 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)?	■	☐	☐	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	■	☐	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-	■	☐	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY				
-- Would the project:				
site?				
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	■	☐	☐	☐
f) Otherwise substantially degrade water quality?	■	☐	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	■
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	■
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	■
j) Result in inundation by seiche, tsunami, or mudflow?	☐	☐	☐	■

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

Both the Hermosa Beach site and the Manhattan Beach site are urbanized and almost entirely covered with impervious surfaces, and would remain so under the proposed project. The project would redevelop the sites with buildings of larger mass and scale and may

incrementally increase the amount of impervious surfaces on the site. Both projects would also involve re-grading of the sites from their existing conditions and the final site improvement would change the surface runoff pattern. Water drainage could potentially impact erosion or siltation on or off-site and introduce new pollutants. Therefore, impacts related to site drainage and runoff would be potentially significant and will be analyzed further in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

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

The proposed project at the Manhattan Beach site involves the construction of office space for back office corporate functions on a site currently developed with an auto-repair shop, a dry-cleaning facility, an office complex and a vacant copy center. Since only one existing buildings is currently vacant; the project may only slightly increase water consumption. The City of Manhattan Beach is the direct provider of water within Manhattan Beach and obtains water from three sources: (1) Metropolitan Water District (MWD), which represents over eighty percent of the local water supply; (2) groundwater extracted by City-owned and operated wells; and (3) reclaimed water supplied for landscape irrigation from the West Basin Municipal Water District. Manhattan Beach owns the right to pump 3.8 million gallons per year of groundwater from the West Coast Basin. As described in Section XVI, *Utilities and Service Systems*, the EIR will evaluate the project's demand on the water supply, including groundwater.

POTENTIALLY SIGNIFICANT IMPACT

g,h) A 100-year flood is an event that has a one percent chance of occurring in any given year. Both the Hermosa Beach site and the Manhattan Beach site are in Flood Zone X, which is an area outside of the 100-year flood (FEMA FIRM Map No. 06037C1770F, 2008). Additionally, neither component of the project would involve construction of a building that would impede flood flows. No impact related to flooding would occur and further analysis of this issue in an EIR is not warranted.

NO IMPACT

i, j) No water reservoirs or dams are located in Hermosa Beach, Manhattan Beach or the vicinity of the project site, which is approximately 0.7 miles from the Pacific Ocean and ranges from 190

to 230 feet above sea level. Neither the Hermosa Beach site nor the Manhattan Beach site is located within a potential tsunami inundation area (City of Hermosa Beach, 2014; City of Manhattan Beach, 2003). No impact would occur and further analysis of this issue in an EIR is not warranted.

NO IMPACT

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

a) The Hermosa Beach site is located within an established urban area on land zoned R-1 (Single Family Residential) and C-3/AH-O (General Commercial/Affordable Housing Overlay). The proposed project would require the rezone of one parcel from R-1 to C-3. This parcel is located adjacent to parcels already zoned C-3; therefore, this re-zone would not divide a residential community. Impacts would be less than significant and further analysis of this issue is not warranted.

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

LESS THAN SIGNIFICANT IMPACT

b) The Hermosa Beach component of the proposed project involves development of commercial buildings on the site, which is currently zoned R-1 (Single Family Residential) and C-3/AH-O

(General Commercial/Affordable Housing Overlay). The Hermosa Beach component would require the following:

- General Plan Amendment to eliminate statements that 744 Longfellow Avenue should be reclassified as low density residential
- Zoning Amendment re-classifying 744 Longfellow Avenue from R-1 to C-3.
- Parking Plan to address offsite parking for events and allow an increase in compact spaces and use of tandem spaces.
- Conditional Use Permit (CUP) to allow development within the Affordable Housing Overlay zone
- Tentative Parcel Map to combine 9 parcels into 2 parcels, one for each building
- Vacation of alley west of/behind 2851 PCH

Because the Hermosa Beach component of the project would require General Plan and zoning amendments, impacts associated with land use plans are potentially significant. Consistency of the Hermosa Beach component with the City's General Plan, Sustainability Plan, and other adopted plans and land use policies will be analyzed in an EIR.

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

- CUP for development on Sepulveda Boulevard
- Lot Merger to combine 3 lots into 1

No further analysis of the Manhattan Beach component is required and no impact would occur as a result of the Manhattan Beach component

POTENTIALLY SIGNIFICANT IMPACT

c) Neither the City of Hermosa Beach or Manhattan Beach have a Habitat Conservation Plan or Natural Community Conservation Plan. No impact would occur and further analysis of this issue is not warranted.

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XI. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	■

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XI. MINERAL RESOURCES				
-- Would the project:				
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?	☐	☐	☐	■

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

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. NOISE				
-- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	■	☐	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	■	☐	☐	☐
c) A substantial permanent increase in ambient noise levels above levels existing without the project?	■	☐	☐	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	■	☐	☐	☐
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	☐	☐	☐	■

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. NOISE				
-- Would the project result in:				
airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				
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?	☐	☐	☐	■

a, c, d) Construction and operation activities for both proposed projects would potentially increase noise levels in the vicinity of the sites and along transportation corridors. The most common sources of noise in the project vicinity are transportation-related, such as automobiles, trucks, and motorcycles. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create a sustained noise level, and because of its proximity to areas sensitive to noise exposure.

The primary sources of roadway noise near both the Hermosa Beach site and the Manhattan Beach site are automobiles traveling on PCH/Sepulveda Boulevard, immediately east of the site. An increase in traffic associated with the proposed projects, as well as operational noise generated on-site, could impact nearby sensitive receptors. These receptors include residences located adjacent to the project sites on the western and northern boundaries.

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

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

Other on-site operations of both projects are expected to involve noise associated with rooftop ventilation, heating systems, and trash hauling, as well as general noise that would be

associated with increased traffic on the roadway system, which would also increase local traffic noise levels. Such increases could be audible at nearby receivers. Both the Hermosa Beach site and Manhattan Beach site incorporate design features to minimize noise to nearby receptors. However, given the proximity of both projects to nearby sensitive receptors, impacts would be potentially significant for both and will be further analyzed in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

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

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

The City of Hermosa Beach has not adopted any thresholds or regulations addressing vibration. Manhattan Beach Municipal Code section 10.60.120 states that "No use, activity, or process shall produce vibrations that are perceptible without instruments by a reasonable person at the property lines of a site."

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

POTENTIALLY SIGNIFICANT IMPACT

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

NO IMPACT

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

a) The proposed project would employ up to about 500 people at the Design Center and Executive Offices in Hermosa Beach and 150 people at the office space in Manhattan Beach. Skechers provided data reporting the zip codes of the residences of current employees reporting to their existing offices in Manhattan Beach. Of the 636 current employees, approximately 35 employees live in Manhattan Beach (5%) and 21 (3%) live in Hermosa Beach. Approximately 83% of current employees live within 20 miles of the office, 91% live within 30 miles of the office, 96% live within 40 miles, and 98% live within 60 miles. This data indicates that existing employees live in locations throughout the Los Angeles area. It is anticipated that only a small portion of the 650 new employees would be likely to reside within Hermosa Beach or Manhattan Beach.

Assuming that 3% of future employees would live within Hermosa Beach (consistent with employee trends), only 20 potential new employees would be expected to reside within Hermosa Beach. As illustrated in Table 2, the most recently adopted regional growth forecast reported the population of Hermosa Beach to be 19,400 in 2008. The Southern California Association of Governments (SCAG) forecasts that the population of Hermosa Beach will be 19,600 in 2020. The 20 additional residents estimated to be added to Hermosa Beach as a result of the project would result in a 0.1% increase in the Hermosa Beach population (based on the 2015 population of 19,772 citizens).

Assuming that 5% of future employees would live in Manhattan Beach, only 33 potential employees would be expected to reside within Manhattan Beach. As illustrated in Table 2, the most recently adopted regional growth forecast reported the population of Manhattan Beach to be 35,000 in 2008. The Southern California Association of Governments (SCAG) forecasts that the population of Manhattan Beach will be 35,500 in 2020. The 33 additional residents to be added to Manhattan Beach as a result of the project would result in a less than 0.1% increase in the Manhattan Beach population (based on the 2015 population of 35,763 citizens).

If all 650 employees were to relocate to the South Bay cites area it would also represent less than one percent increase in population to that region. The population projection for the South Bay Cities region (excluding the portions of the City of Los Angeles and County of Los Angles District 2 and 4) is 772,000 residents in 2020 and 810,800 residents in 2035 (SCAG, April 2012). The additional employees who could relocate to the area as a result of the project represent 0.1% of residents projected for 2020 and less than 0.1% of residents projected for 2035 in the South Bay Cities.

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

Region	Population		
	2008	2020	2035
Hermosa Beach	19,400	19,600	19700
Manhattan Beach	35,000	35,500	36,000
All South Bay Cities[2]	745,200	772,000	810,800

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

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

POTENTIALLY SIGNIFICANT IMPACT

b, c) The Hermosa Beach site is currently developed with a single-family home, new and used auto sales facilities, and auto repair facilities. All existing buildings are currently vacant and would be demolished as part of the project.

The Manhattan Beach site is currently developed with an auto-repair shop, a dry-cleaning facility, an office building and a vacant copy shop. Therefore, the proposed project involves the demolition of one vacant residential unit and would not displace housing or people or necessitate the construction of replacement housing.

No impact would occur as a result of either project and further analysis of this issue in an EIR is not warranted.

NO IMPACT

[2] South Bay Cities includes the following cities: Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, and Torrance.

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

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

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

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

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

The City of Hermosa Beach has "automatic" aid agreements with the Manhattan Beach and Redondo Beach Fire Departments. This means that the dispatch of units to an incident is handled automatically by the dispatch center and the dispatch of additional units does not require the input of a commander on the scene. Manhattan Beach and Hermosa Beach have the same dispatch center. The City also has mutual aid agreements with the Los Angeles County Fire Department and the Torrance and El Segundo Fire Departments. Under the mutual aid agreement, units from the County, Torrance, and El Segundo could be dispatched to Hermosa Beach under the request of the commander on the scene. Likewise, units from Hermosa Beach could be requested to assist in those jurisdictions (City of Hermosa Beach, 2014).

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

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

LESS THAN SIGNIFICANT IMPACT

a (ii) The ICMA completed a Police Operations Report for Hermosa Beach in August 2013 with the following information The Hermosa Beach Police Department (HBPD) provides police protection service within the planning area. The HBPD has one police station, located at 540 Pier Avenue, which is less than one mile south of the project site. The existing building is in poor condition and ICMA recommended that a team of representatives attend training to

design a new policy facility (ICMA, August 2013). The HBPD has 51 staff assigned to the station, consisting of 39 sworn personnel and 12 civilian staff. According to the General Plan Update Existing Conditions Report, the HBPD has 12 marked vehicles, 5 motorcycles, 10 unmarked vehicles, and 2 speed trailers (City of Hermosa Beach, 2014).

The Manhattan Beach Police Department (MBPD) is located at 420 15th St. The City of Manhattan Beach's website states that the Police and Fire Safety Facility, where the MBPD is headquartered, is state-of-the-art and houses the latest in public safety technology. MBPD employs approximately 65 sworn and 35 civilian full-time employees, and operates under two Bureaus - Administration/Investigations and Field Operations. The MBPD is led by Chief Eve Irvine who is supported by two Captains and five Lieutenants. MBPD operations are guided by its 2013-2015 Strategic Plan. The average response time to emergency calls is two minutes and nineteen seconds. The average response time for Priority 1 and 2 calls is four minutes and twenty seconds

The proposed project involves the construction and operation of commercial development that would incrementally increase demand for police protection services in both cities. The proposed project would not affect service ratios such that new or expanded police facilities would be needed. Impacts would be less than significant and further analysis of this issue in an EIR is not warranted.

LESS THAN SIGNIFICANT IMPACT

a (iii-v) The proposed project involves a commercial development that would not directly increase population. As discussed in Section XIII, *Population and Housing*, it is anticipated that approximately 650 new employees would be likely to reside within Hermosa Beach or Manhattan Beach. Assuming that 3% of future employees would live within Hermosa Beach and 5% would live in Manhattan Beach (consistent with employee trends) only 20 potential new employees would be expected to reside within Hermosa Beach and only 33 potential employees would be expected to reside within Manhattan Beach. Remaining employees would reside in other communities. Population driven public services (i.e., schools, parks, libraries) would not experience substantial increases in service demand.

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

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

Based on the population increase anticipated in conjunction with the project, the HBCD and MBUSD would be able to accommodate new students resulting from the project. Because California Law allows children to be enrolled in the district where a child "resides" or where the parent of a child "works," there could be an increase in student population from the 650

employees working at the project site. However, pursuant to Senate Bill 50, payment of fees to an affected school district would reduce school facility impacts to a less than significant level for CEQA purposes. Therefore, impacts would be less than significant for both projects and further analysis of this issue in an EIR is not warranted.

LESS THAN SIGNIFICANT IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	■	☐
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?	☐	☐	■	☐

a, b) The proposed project would involve the development of a new Skechers Design Center and Executives Offices in Hermosa Beach and an additional Skechers corporate office space in Manhattan Beach. The Hermosa Beach site would employ up to 500 people and the Manhattan Beach site would employ up to 150 people

There are 48.4 acres of parkland and 63.4 acres of public beaches within the City of Hermosa Beach. According to the General Plan Existing Conditions Report, the City provides 5.70 acres of parkland (which includes public beaches) per 1,000 residents (City of Hermosa Beach, 2014). If the current park acreage remained constant, the addition of 500 employees only reduce the ratio to 5.56 acres per 1,000 people, still achieving the City's target (City of Manhattan Beach, 2015).

The 2000 Census reported 33,852 Manhattan Beach residents and the General Plan states there are approximately 179 acres of park, beach, and school grounds within the City. This results in a ratio of 5.28 acres of parkland for every 1,000 people. Manhattan Beach has established a service standard of providing 5.0 acres of park and recreation facilities per 1,000 residents. If the current park acreage remained constant, the addition of 150 employees would only reduce the ratio to 5.26 acres per 1,000 people, still achieving the City's target (City of Manhattan Beach, 2015).

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

As discussed in Section XIII, *Population and Housing*, a small proportion of the 650 new employees would be likely to reside within Hermosa Beach or Manhattan Beach. Assuming that 3% of future employees would live within Hermosa Beach and 5% would live in Manhattan Beach (consistent with employee trends) only 20 potential new employees would be expected to reside within Hermosa Beach and only 33 potential employees would be expected to reside within Manhattan Beach. Remaining employees would reside in other communities. Assuming that this occurs, there would be an incremental change in the current parks per 1,000 residents ratio. Additionally, Valley Park and the Hermosa Valley Greenbelt in Hermosa Beach are located within ¼ mile of both project sites and the Strand is located within ¾ miles of both project sites. These recreational areas would provide recreational opportunities to employees. Use of these facilities by employees commuting from other areas would incrementally increase demand, but this increase would be incremental and limited to normal business hours. The proposed Skechers facilities also include outdoor spaces for employees to relax and take lunch breaks, thereby offsetting some of the increased demand for recreational facilities. Impac**ts** would be less than significant in both projects and further analysis of this issue in an EIR is not warranted.

LESS THAN SIGNIFICANT IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC				
-- Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	■	☐	☐	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	■	☐	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	■
d) Substantially increase hazards due to a	■	☐	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC				
-- Would the project:				
design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?				
e) Result in inadequate emergency access?	■	☐	☐	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	■	☐	☐	☐

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

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

POTENTIALLY SIGNIFICANT IMPACT

b) The Congestion Management Plan (CMP) is a state-mandated program enacted by the State legislature to address the impacts that urban congestion has on local communities and the region as a whole. Project-generated traffic due to both projects could conflict with roadway and transit level of service standards established by the CMP. Project impacts to regional roadway and traffic systems will be analyzed as part of an EIR to determine whether there significant impacts would occur based on CMP guidelines. Impacts resulting from both projects would be potentially significant and will be analyzed further in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

c) No airport or airstrip is located within either Hermosa Beach or Manhattan Beach. Neither component of the proposed project would affect air traffic patterns. No impact would occur as a result of either project and further analysis of this issue in an EIR is not warranted.

NO IMPACT

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

The Manhattan Beach component would be required to comply with standards outlined in the City of Manhattan Beach's roadway design standards, Sepulveda Boulevard Development Guide, General Plan, and consider the draft Mobility Plan. None of the design features would substantially increase hazards (e.g., sharp curves or dangerous intersections), therefore, a less than significant impact would occur as a result of this project and further analysis of this issue in an EIR is not warranted.

POTENTIALLY SIGNIFICANT IMPACT

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

POTENTIALLY SIGNIFICANT IMPACT

f) Three transportation agencies provide transit services within the cities of Hermosa Beach and Manhattan Beach: Beach Cities Transit (BCT), LADOT Commuter Express, and Los Angeles County Metropolitan Transportation Authority (LACMTA, or Metro). The nearest transit stop is Metro line 232 located north of both project sites across Longfellow Avenue on PCH. Another Metro line 232 transit stop exists east of the project sites, east of PCH and south of Duncan Drive.

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

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

desirable and feasible routes first, followed by a Phase 2 plan and a longterm future long-term recommendations.

Both projects include bicycle lockers and a public walk outside the buildings on PCH. Nevertheless, both projects have the potential to conflict with adopted policies, plans, and programs related to public transit, bicycle and pedestrian facilities, including the SBBMP, will be analyzed further in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS				
-- Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	■	☐	☐	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	■	☐	☐	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	■	☐	☐	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	■	☐	☐	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	■	☐	☐	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	■	☐	☐	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	■	☐	☐	☐

a, b, e) Both components of the proposed project would generate wastewater during construction and operation. Wastewater collection services are provided by the cities of Hermosa Beach and Manhattan Beach. The City of Hermosa Beach has a sanitary sewer system network of 37 miles of sewer lines. The City of Manhattan Beach has a sanitary sewer system network of 81.6 miles of sewer lines. The effluent collected by each cities' sewer lines is discharged into the Sanitation Districts of Los Angeles County (LACSD) trunk lines. The LACSD trunk lines flow to a Joint Water Pollution Control Plant (JWPCP), located in Carson. The JWPCP is one of the largest wastewater plants in the world and is the largest of the LACSD wastewater treatment plants. The facility provides both primary and secondary treatment for approximately 280 million gallons of wastewater per day and has a total permitted capacity of 400 million gallons per day (City of Hermosa Beach, 2014).

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

POTENTIALLY SIGNIFICANT IMPACT

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

POTENTIALLY SIGNIFICANT IMPACT

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

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

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

POTENTIALLY SIGNIFICANT IMPACT

f, g) Solid waste disposal services in Hermosa Beach are provided by a commercial vendor, Athens Services, pursuant to an agreement for Integrated Solid Waste Management Services dated May 24, 2013. Athens Services provides collection service, including recycling, to both

residential and commercial properties in the City of Hermosa Beach. Solid waste is hauled to the Athens United Waste Materials Recovery Facility in the City of Industry, where it is sorted and recycled in compliance with state Assembly Bill (AB) 341. Waste materials are then transported to a variety of landfills identified in the Integrated Solid Waste Management agreement (City of Hermosa Beach, 2014).

Waste Management, Inc. has been the City of Manhattan Beach's franchise waste hauler for all residential and commercial refuse for over 20 years. Waste Management disposes the trash from Manhattan Beach at the El Sobrante Landfill, which is owned and operated by Waste Management, Inc. Recycling is taken to a Waste Management Recycle America "MRF" or "Material Recovery Facility" to be sorted by material type, then baled and sold. Green waste is first sorted at Waste Management's Carson Transfer Station to rake out any debris. The clean green waste is sold to various organics farms in California.

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

POTENTIALLY SIGNIFICANT IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	■	☐	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	■	☐	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	■	☐	☐	☐

a) Both the Hermosa Beach site and the Manhattan Beach site are located within an urbanized area that lacks native biological habitats, as discussed under item IV, *Biological Resources*. As discussed under item V, *Cultural Resources*, there are no historic resources or known archaeological or paleontological resources onsite. Either of the proposed projects would not significantly degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Implementation of a pre-construction nesting bird survey and avoidance of any active nests during construction would address potential impacts to active bird nests. Implementation of proposed mitigation measures would address potential impacts to any as yet undiscovered archaeological and paleontological resources. Impacts related to these issues would be potentially significant and will be evaluated in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

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

POTENTIALLY SIGNIFICANT IMPACT

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

POTENTIALLY SIGNIFICANT IMPACT

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Appendix A

Historic Review

Rincon Consultants, Inc.
180 North Ashwood Avenue
Ventura, California 93003

805 644 4455
FAX 644 4240

info@rinconconsultants.com
www.rinconconsultants.com

September 21, 2015
Project # 14-01140

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

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

Dear Mr. Lawrence,

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

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

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

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

REGULATORY SETTING

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

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

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

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

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

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

Integrity Considerations for the CRHR

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

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

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

Local Regulations

City of Hermosa Beach

In 1998, the City of Hermosa Beach adopted a preservation ordinance (Hermosa Beach Municipal Code, Chapter 17.53, Ordinance 98-1186). Under the City's current policies and ordinance, only resources that are listed as federal, state or local landmarks are protected. Other potential resources are only protected when proposed alterations or demolition requires a 'discretionary' review, pursuant to CEQA.

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

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

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

City of Manhattan Beach

The City of Manhattan Beach is currently revising the historic preservation ordinance; however the ordinance has bot been formally adopted at this time. Therefore the 2006 Landmark Ordinance Guidance is provided below.

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

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

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

ASSESSMENT METHODS

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

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

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

RESULTS

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

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

Table 1 – Hermosa Beach Properties Surveyed

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

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

2851 Pacific Coast Highway

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

2901 Pacific Coast Highway

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

3125 Pacific Coast Highway

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

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

744 Longfellow Avenue

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

Manhattan Beach Site Survey

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

Table 2 – Manhattan Beach Properties Surveyed

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

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

305/309 South Sepulveda Boulevard

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

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

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

CONCLUSION

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

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

Sincerely,

Shannon Carmack
Architectural Historian
Rincon Consultants, Inc.