

1.0 Executive Summary



1.0 EXECUTIVE SUMMARY

1.1 PROJECT LOCATION

The El Segundo South Campus Specific Plan (Project) site is located in the County of Los Angeles, in the southeast quadrant of the City of El Segundo (City), approximately 19 miles southwest of downtown Los Angeles. The Project site is more specifically located at 2000-2100 East El Segundo Boulevard, south of East El Segundo Boulevard, in the block between South Sepulveda Boulevard and South Douglas Street.

1.2 PROJECT SUMMARY

The Applicant seeks approval of the El Segundo South Campus Specific Plan No. SP 11-01 Project. The Project proposes to establish a maximum allowable development within the 142-acre Specific Plan area of 4,231,547 gross square feet, or an additional 2,142,457 gross square feet over existing conditions, which would include office, warehousing, light industrial, and commercial (retail/restaurant) uses. Additionally, the Project involves the following entitlements: Environmental Assessment No. EA 905; General Plan/General Plan Map Amendment No. GPA 11-01 changing the land use designations from Light Industrial, Open Space, and Public Facilities, to El Segundo South Campus Specific Plan (ESSCSP) No. SP 11-01; Zone Change No. ZC 11-02 and Zone Text Amendment No. ZTA 11-01 changing the zoning from Light Industrial (M-1), Open Space (OS), and Public Facilities (P-F) Zones, to El Segundo South Campus Specific Plan; Subdivision No. SUB 11-02 (Vesting Tentative Map No. 71551) subdividing the property into 26 separate parcels in three phases; and Development Agreement No. DA 11-02 specifying the standards and conditions that would govern development of the property and detailing the Applicant's and City's obligations.

Should the ESSCSP be approved, all future development proposals within the Project area must comply with the Specific Plan. It is anticipated the actual amount of development would be refined during subsequent entitlement processes. However, future development could not exceed the development limits established by the ESSCSP. A mixed-use development concept that provides flexibility within the Project area has been developed. All future development within the Specific Plan would be subject to a maximum floor area ratio (FAR) of 0.60 and that the resultant peak hour vehicle trips do not exceed the specified peak hour trip ceiling (26,585 daily trips, 3,042 a.m. peak hour trips, and 3,120 p.m. peak hour trips). The development concept would allow for transfers of uses and densities between land use types and planning areas within the Project area, as long as the Specific Plan maximum FAR and vehicle trip ceiling are not exceeded.

The Specific Plan application includes a conceptual development scenario that presents a potential implementation of the ESSCSP land uses and standards. This conceptual development scenario includes demolition of approximately 19,142 gross square feet of existing land uses (office and warehouse) and development of approximately 2,161,600 gross square feet of the following new land uses: 1,752,800 gross square feet of single tenant office; 148,960 gross square feet of commercial (retail/restaurant); 91,840 gross square feet of warehouse; and 168,000 gross square feet of light industrial. Approximately 2,069,948 gross square-feet of the existing Raytheon Company facility would remain.



1.3 GOALS AND OBJECTIVES

The proposed Project objectives, as referenced in the Draft Specific Plan, are:

1. To serve the mission of economic development in the City by contributing to the creation, maintenance, and implementation of a business climate that fosters a strong economic community, results in business retention and attraction, provides an effective level of City services to all elements of the community, and maintains the quality of life that has characterized El Segundo for more than nine decades.
2. To identify a range of permitted commercial and industrial uses within the Specific Plan area that will contribute to job creation opportunities and seek balance between growth, local resources, and infrastructure capacity. Additionally, the growth allowed by the Specific Plan is intended to create a synergy with other uses in the area and help those businesses grow as well.
3. To provide a positive contribution to the maintenance and expansion of El Segundo's economic base as development typically increases the City's: business license taxes; utility user taxes; property taxes; and sales taxes. An increased economic base will provide the City with resources to provide high-quality services to its residents and daytime population.
4. To provide multimodal improvements to the City's transportation circulation system, including enhancements to the City's roadway network (El Segundo Boulevard, and Continental Boulevard and Nash Street extensions), bicycle network, and pedestrian network, and increased office and commercial density in close proximity to an existing light rail station.

1.4 ENVIRONMENTAL ISSUES/ MITIGATION SUMMARY

The following summarizes the impacts, mitigation measures, and unavoidable significant impacts identified and analyzed in Section 5.0, *Environmental Analysis*, of this EIR. Refer to the appropriate EIR Section for detailed information.

EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
5.1	Land Use and Planning		
	<i>Southern California Association of Governments</i> The Project could conflict with SCAG's 2012 RTP/SCS goals and adopted growth forecasts.	No mitigation is required.	Less Than Significant Impact.
	<i>City of El Segundo General Plan</i> The Project could conflict with an El Segundo General Plan Land Use Plan or Policy.	No feasible mitigation available; refer also to Section 5.2.	Significant and Unavoidable Impact.



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	<p><i>El Segundo Municipal Code</i></p> <p>The Project could conflict with El Segundo Municipal Code Standards and Regulations.</p>	No mitigation is required.	Less Than Significant Impact.
	<p><i>Cumulative Impacts</i></p> <p>The proposed Project, combined with other related cumulative projects, could conflict with applicable land use plans, policies, or regulations.</p>	No mitigation is required.	Not Applicable.
5.2	Transportation and Traffic		
	<p><i>Generation of Transportation and Traffic</i></p> <p>The Project would generate traffic volumes that could conflict with applicable circulation system performance criteria.</p>	<p>TRA-1 Intersection 29 (Nash Street/Maple Avenue) – This intersection is within the City of El Segundo’s jurisdiction. Before the City issues a Certificate of Occupancy for any building located in Phase II of the Project, the Project Applicant must: 1) Coordinate with and obtain concurrence from the City for the improvements outlined below; 2) Payment of applicable fair share mitigation fees to fund the following improvements:</p> <p style="margin-left: 40px;">a. Widen the northbound approach from one shared left-turn/through lane and one shared through/right-turn lane to consist of one shared left-turn/through lane, one through lane, and one right-turn lane; and</p> <p style="margin-left: 40px;">b. Widen the westbound approach from one left-turn lane and one shared through/right-turn lane to consist of one left-turn lane, one through lane, and one right-turn lane.</p> <p>TRA-2 Intersection 32 (Nash Street/El Segundo Boulevard) – This intersection is within the City of El Segundo’s jurisdiction. Before the City issues a Certificate of Occupancy for any building located in Phase II of the Project, the Project Applicant must: 1) Coordinate with and obtain concurrence from the City for the improvements outlined below; 2) Construct, or cause to be constructed, the following improvements:</p> <p style="margin-left: 40px;">a. Widen the northbound approach from two left-turn lanes, one shared through/right-turn lane, and one right-turn lane with right-turn overlap signal phasing to consist of two left-turn lanes, one through lane, and two right-turn lanes with right-turn overlap signal phasing.</p>	Significant and Unavoidable.



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		<p>TRA-3 Intersection 48 (Aviation Boulevard/El Segundo Boulevard) – This intersection’s jurisdiction is shared between the Cities of El Segundo and Hawthorne. Before the City of El Segundo issues a Certificate of Occupancy for any building located in Phase II of the Project, the Project Applicant must: 1) Coordinate with and obtain concurrence from the Cities of El Segundo and Hawthorne for the improvements outlined below; 2) Payment of applicable fair share mitigation fees to fund the following improvements:</p> <ul style="list-style-type: none"> a. Widen the southbound approach from one left-turn lane, one through lane, one shared through/right-turn lane and one right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane with right-turn overlap signal phasing, which would preclude U-turn movements from eastbound to westbound El Segundo Boulevard; and b. Widen the westbound approach from two left-turn lanes, two through lanes, one shared through/right-turn lane, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. <p>TRA-4 Intersection 49 (Aviation Boulevard/Utah Avenue) – This intersection’s jurisdiction is shared between the Cities of El Segundo and Hawthorne. Before the City of El Segundo issues a Certificate of Occupancy for any building located in Phase II of the Project, the Project Applicant must: 1) Coordinate with and obtain concurrence from the Cities of El Segundo and Hawthorne for the improvements outlined below; 2) Payment of applicable fair share mitigation fees to fund the following improvements:</p> <ul style="list-style-type: none"> a. Widen the southbound approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane; b. Widen the eastbound approach from one shared left-turn/through lane and one shared through/right-turn lane to consist of one shared left-turn/through lane, one through lane, and one right-turn lane; and 	



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		<p>c. Modify the westbound signal phasing to include a right-turn overlap, which would preclude U-turn movements from southbound to northbound Aviation Boulevard.</p> <p>TRA-5 Intersection 50 (Aviation Boulevard/Alaska Avenue) – This intersection’s jurisdiction is shared between the Cities of El Segundo and Hawthorne. Before the City of El Segundo issues a Certificate of Occupancy for any building located in Phase II of the Project, the Project Applicant must: 1) Coordinate with and obtain concurrence from the Cities of El Segundo and Hawthorne for the improvements outlined below; 2) Payment of applicable fair share mitigation fees to fund the following improvements:</p> <p>a. Widen the southbound approach from one through lane and one shared through/right-turn lane to consist of two through lanes and one right-turn lane.</p> <p>TRA-6 Intersection 53 (Aviation Boulevard/Marine Avenue) – This intersection’s jurisdiction is shared among the Cities of Hawthorne, Manhattan Beach, and Redondo Beach. Before the City of El Segundo issues a Certificate of Occupancy for any building located in Phase II of the Project, the Project Applicant must: 1) Coordinate with and obtain concurrence from the Cities of Hawthorne, Manhattan Beach, and Redondo Beach for the improvements outlined below; 2) Payment of applicable fair share mitigation fees to fund the following improvements:</p> <p>a. Widen the westbound approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane with right-turn overlap signal phasing, which would preclude U-turn movements from southbound to northbound Aviation Boulevard. The identified mitigation measure would reduce the Project-related impact to a level considered less than significant during the a.m. peak hour, however, the impact during the p.m. peak hour would remain significant and unavoidable.</p>	



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		<p>TRA-7 Intersection 55 (Aviation Boulevard/Manhattan Beach Boulevard) – This intersection’s jurisdiction is shared between the Cities of Manhattan Beach and Redondo Beach. Before the City of El Segundo issues a Certificate of Occupancy for any building located in Phase II of the Project, the Project Applicant must: 1) Coordinate with and obtain concurrence from the Cities of Manhattan Beach and Redondo Beach for the improvements outlined below; 2) Payment of applicable fair share mitigation fees to fund the following improvements:</p> <p>a. Restripe the eastbound Manhattan Beach Boulevard approach from one left-turn lane, two Restripe the eastbound Manhattan Beach Boulevard approach from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, two through lanes, and one right-turn lane. While the identified mitigation measure will reduce the project-related traffic impact to a level considered less than significant during the a.m. peak hour, the traffic impact during the p.m. peak hour will remain significant.</p> <p>TRA-8 Intersection 13 (Sepulveda Boulevard (SR-1)/Mariposa Avenue) – This intersection is within Caltrans’ jurisdiction. Before the City issues a Certificate of Occupancy for any building located in Phase II of the Project, the Project Applicant must make: 1) Coordinate with and obtain concurrence from Caltrans for the improvements outlined below; 2) Payment of applicable fair share mitigation fees to fund the following improvements:</p> <p>a. Widen the westbound approach from one left-turn lane, one through lane, and one right-turn lane to consist of two left-turn lanes, one through lane, and one right-turn lane.</p> <p>TRA-9 Intersection 57 (I-405 Southbound Ramps/El Segundo Boulevard) – This intersection is within Caltrans’ jurisdiction. Before the City of El Segundo issues a Certificate of Occupancy for any building located in Phase II of the Project, the Project Applicant must: 1) Coordinate with and obtain concurrence from Caltrans for the improvements outlined</p>	



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		<p>below; 2) Payment of applicable fair share mitigation fees to fund the following improvements:</p> <p>a. Modify the eastbound signal phasing to include a right-turn overlap, which would preclude U-turn movements from the I-405 Ramps back onto the freeway.</p> <p>TRA-10 Pursuant to ESMC §§ 15-27A-1, et seq., and before the City of El Segundo issues a Certificate of Occupancy for any building in the ESSCSP, the Project Applicant must pay one time traffic mitigation fees in accordance with City of El Segundo Resolution No. 4443.</p>	
	<p>Compliance With Congestion Management Program</p> <p>The Project could conflict with the Los Angeles County Congestion Management Program LOS Standards.</p>	No mitigation is required.	Significant and Unavoidable.
	<p>CMP Transit Impacts</p> <p>The Project could conflict with adopted policies, plans, or programs regarding public transit.</p>	No mitigation is required.	Less Than Significant Impact.
	<p>Cumulative Impacts</p> <p>The Project, combined with cumulative development, could generate traffic volumes that could conflict with applicable circulation system performance criteria.</p>	No mitigation is required.	Significant and Unavoidable.
5.3	Air Quality		
	<p>Air Quality Standards – Short-Term</p> <p>The Project could violate an air quality standard or contribute substantially to an existing or projected air quality violation.</p>	<p>AQ-1 Before the City issues a Grading Permit, the Director of Public Works and Director of Planning and Building Safety must approve Grading Plan, Building Plans, and specifications that comply with SCAQMD Rule 403, excessive fugitive dust emissions must be controlled by regular watering or other dust prevention measures, and Rule 402, which requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site as specified in the SCAQMD's Rules and Regulations. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:</p> <ul style="list-style-type: none"> All active portions of the construction site must be watered every three hours during daily construction activities and when dust is observed migrating from the Project site to prevent excessive amounts of dust. 	Less Than Significant Impact With Mitigation.



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		<ul style="list-style-type: none"> • Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to particulate matter generation. • Pave or apply water every three hours during daily construction activities or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas. More frequent watering must occur if dust is observed migrating from the site during site disturbance. • Any on-site stockpiles of debris, dirt, or other dusty material must be enclosed, covered, watered twice daily, or non-toxic soil binders shall be applied. • All grading and excavation operations must be suspended when wind speeds exceed 25 miles per hour. • Disturbed areas must be replaced with ground cover or paved immediately after construction is completed in the affected area. • Track-out devices such as gravel bed track-out aprons (3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes) are required to reduce mud/dirt trackout from unpaved truck exit routes. Alternatively a wheel washer must be used at truck exit routes. • On-site vehicle speed must be limited to 15 miles per hour. • All material transported off-site must be either sufficiently watered or securely covered to prevent excessive amounts of dust before departing the job site. • Reroute construction trucks away from congested streets or sensitive receptor areas. <p>AQ-2 During construction, all trucks hauling excavated or graded material on-site must comply with Vehicle Code § 23114 (Spilling Loads on Highways) regulating the manner for preventing material spilling onto public streets and roads. Before the City issues Grading Permits, the Project Applicant must demonstrate to the Director of Public Works how operations comply with Vehicle Code § 23114 during hauling activities, as applicable.</p> <p>AQ-3 The following measures must be implemented by the contractor to reduce</p>	



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		<p>ROG emissions resulting from application of architectural coatings:</p> <ul style="list-style-type: none"> • Use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50 percent; • Use pre-painted construction materials; and • VOC content of architectural coatings cannot exceed 35 grams per liter. <p>AQ-4 Before the City issues a Grading Permit, the construction contractor must provide evidence to the Director of Public Works that the following measures are implemented during construction:</p> <ul style="list-style-type: none"> • Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow. • Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site. • Improve traffic flow by signal synchronization, and ensure that all vehicles and equipment will be properly tuned and maintained according to manufacturers' specifications. • Require the use of electricity from power poles rather than temporary diesel or gasoline power generators. • Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the Director determines that 2010 model year or newer diesel trucks cannot be obtained then trucks that meet EPA 2007 model year NOx emissions requirements may be used. • During Project construction, all internal combustion engines/construction, equipment operating on the project site must meet EPA-Certified Tier 3 emissions standards, or higher according to the following: <ul style="list-style-type: none"> - Project start, to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 horsepower must meet Tier 3 off-road emissions standards. In addition, all construction equipment must be outfitted with BACT devices certified by CARB. Any emissions control device used by 	



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		<p>the contractor must achieve emissions reductions that are not less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.</p> <ul style="list-style-type: none"> - Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 horsepower must meet the Tier 4 emission standards, where available. In addition, all construction equipment must be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor must achieve emissions reductions that are not less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. - A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit must be provided at the time of mobilization of each applicable unit of equipment. 	
	<p><i>Air Quality Standards – Long-Term</i></p> <p>The Project could violate an air quality standard or contribute substantially to an existing or projected air quality violation.</p>	Refer to Mitigation Measure GHG-1. No additional feasible mitigation measures are available.	Significant Unavoidable Impact for ROG, NO _x , and CO emissions. Less Than Significant Impact for SO _x , PM ₁₀ , and PM _{2.5} .
	<p><i>Localized Emissions</i></p> <p>Development associated with the Project could result in localized emissions impacts or expose sensitive receptors to substantial pollutant concentrations.</p>	Refer to Mitigation Measures AQ-1 through AQ-4.	Less Than Significant Impact with Mitigation.
	<p><i>Air Quality Management Plan</i></p> <p>The Project could conflict with or obstruct implementation of the 2012 Air Quality Management Plan.</p>	Refer to Mitigation Measures AQ-1 through AQ-4 and GHG-1. No additional mitigation measures are available.	Significant and Unavoidable Impact.
	<p><i>Cumulative Impacts</i></p> <p><u>Short-Term Construction Air Emissions</u></p> <p>Short-term construction activities associated with implementation of the proposed Project and other related cumulative projects would result in air pollutant emission impacts or expose sensitive receptors to substantial pollutant concentrations.</p>	Refer to Mitigation Measures AQ-1 through AQ-4. No additional mitigation measures are required.	Less Than Significant Impact.



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	<p><u>Long-Term Operational Air Emissions</u></p> <p>Development associated with implementation of the proposed Project and other related cumulative projects could result in significant impacts pertaining to operational air emissions.</p>	No feasible mitigation measures are available.	Significant Unavoidable Impact for ROG, NO _x , and CO emissions. Less Than Significant Impact for SO _x , PM ₁₀ , and PM _{2.5} .
5.4	Greenhouse Gas Emissions		
	<p><i>Greenhouse Gas Emissions</i></p> <p>Greenhouse gas emissions generated by Project development could have a significant impact on global climate change.</p>	<p>GHG-1 The Project must incorporate the improvements listed below to ensure consistency with applicable law. The Project Applicant must demonstrate compliance with this measure to the satisfaction of the Building and Planning Safety Director, before the City issues building permits or certificates of occupancy.</p> <p><i>Energy Efficiency</i></p> <ul style="list-style-type: none"> • Design buildings to be energy efficient, 15 percent above Title 24 requirements (building permit). • Install light colored “cool” roofs and cool pavements, and strategically placed shade trees (building permit). • Install high efficiency lighting, and energy efficient heating and cooling systems (building permit). • Reduce unnecessary outdoor lighting (building permit). <p><i>Water Conservation and Efficiency</i></p> <ul style="list-style-type: none"> • Install water-efficient fixtures (e.g., faucets, toilets, showers) (Building Permit). <p><i>Solid Waste</i></p> <ul style="list-style-type: none"> • Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard) (Building Permit). • Provide interior and exterior storage areas for recyclables and adequate recycling containers located in public areas (Occupancy Permit). 	Significant and Unavoidable Impact.
	<p><i>Compliance With Applicable Plan/Policy/Regulation</i></p> <p>Implementation of the proposed Project would not conflict with an applicable Greenhouse Gas Reduction Plan, policy, or regulation.</p>	No mitigation is required.	Less Than Significant Impact.



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	<p><i>Cumulative Impacts</i></p> <p>Greenhouse gas emissions generated by the proposed Project and other related cumulative projects could have a significant impact on global climate change.</p>	Refer to Mitigation Measure GHG-1.	Significant and Unavoidable Impact.
5.5	Noise		
	<p><i>Short-Term Construction Noise Impacts</i></p> <p>Grading and construction associated with Project implementation could result in significant temporary noise impacts to nearby noise sensitive receptors.</p>	<p>N-1</p> <p>Before the City issues grading permits, the Project Applicant must demonstrate, to the satisfaction of the Director of Public Works that the Project complies with the following:</p> <ul style="list-style-type: none"> • All construction equipment must be equipped with mufflers and sound control devices (e.g., intake silencers and noise shrouds) no less effective than those provided on the original equipment and no equipment shall have an un-muffled exhaust. • The contractor must maintain and tune-up all construction equipment to minimize noise emissions. • Stationary equipment must be placed so as to maintain the greatest possible distance to the sensitive receptors. • All equipment servicing must be performed so as to maintain the greatest possible distance to the sensitive receptors. • Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction are required to be hydraulically or electronically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler must be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves must be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures must be used, such as drills rather than impact equipment, whenever feasible. • A qualified "Noise Disturbance Coordinator" will be retained amongst the construction crew to be responsible for responding to any local complaints about construction noise. When a complaint is received, the Disturbance Coordinator shall 	Less Than Significant Impact with Mitigation Incorporated.



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		<p>notify the City within 24 hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, malfunctioning muffler, etc.) and implement reasonable measures to resolve the complaint, as deemed acceptable by the Director of Planning and Building Safety.</p> <ul style="list-style-type: none"> Select demolition methods to minimize vibration, where possible (e.g., sawing masonry into sections rather than demolishing it by pavement breakers). 	
	<p><i>Vibration Impacts</i></p> <p>Implementation of the proposed Project could result in significant vibration impacts to nearby sensitive receptors.</p>	No mitigation is required.	Less Than Significant Impact.
	<p><i>Long-Term Mobile Noise Impacts</i></p> <p>Traffic generated by the proposed Project could significantly contribute to existing traffic noise in the area or exceed the city's established standards.</p>	No mitigation is required.	Less Than Significant Impact.
	<p><i>Long-Term Stationary Noise Impacts</i></p> <p>Project implementation could result in a significant increase in long-term stationary noise levels.</p>	No mitigation is required.	Less Than Significant Impact.
	<p><i>Cumulative Impacts</i></p> <p><u>Short-Term Construction Noise Impacts</u></p> <p>Development associated with implementation of the proposed Project and other related cumulative projects could result in significant short-term noise impacts to nearby noise sensitive receivers.</p> <p><u>Long-Term Cumulative Noise Impacts</u></p> <p>Development associated with implementation of the proposed Project and other related cumulative projects could result in cumulatively considerable long-term noise impacts.</p>	<p>Refer to Mitigation Measure N-1.</p> <p>No mitigation is required.</p>	<p>Less Than Significant With Mitigation Incorporated.</p> <p>Less Than Significant Impact.</p>
5.6	Geology and Soils		
	<p><i>Strong Seismic Ground Shaking</i></p> <p>The Project could expose people or structures to potential substantial adverse effects involving strong seismic ground shaking.</p>	<p>GEO-1 Before the City issues a Grading Permit or Building Permit, a lot-specific Geotechnical/Soils Investigation must be conducted, to the satisfaction of the Director of Planning and Building Safety. The Geotechnical/Soils Investigation must:</p> <ul style="list-style-type: none"> Be prepared in accordance with the latest edition of the California Building 	Less Than Significant With Mitigation Incorporated.



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		<p>Code by a civil engineer registered in this State;</p> <ul style="list-style-type: none"> • Comply with the recommendations specified in the Geology, Soils, Seismicity Report in Support of Raytheon El Segundo South Campus Specific Plan (D. Scott Magorien, C.E.G., March 6, 2013); and • Recommend the appropriate corrective action, which is likely to prevent structural damage to each structure proposed to be constructed in the area where geotechnical/soils problems exist. 	
	<p><i>Seismically-Induced Soil/ Ground Settlement And Lurching</i></p> <p>The Project could expose people or structures to potential substantial adverse effects involving seismically-induced soil/ground settlement and lurching.</p>	Refer to Mitigation Measure GEO-1.	Less Than Significant With Mitigation Incorporated.
	<p><i>Soil Erosion</i></p> <p>The Project could result in substantial soil erosion or the loss of topsoil.</p>	No mitigation is required.	Less Than Significant Impact.
	<p><i>Unstable Geologic Unit or Soils</i></p> <p>The proposed development could be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, exposing people or structures to potential substantial adverse effects.</p>	Refer to Mitigation Measure GEO-1.	Less Than Significant With Mitigation Incorporated.
	<p><i>Expansive Soils</i></p> <p>The proposed development could be located on expansive soil creating substantial risks to life or property.</p>	Refer to Mitigation Measure GEO-1.	Less Than Significant With Mitigation Incorporated.
	<p><i>Corrosive Soils</i></p> <p>The proposed development could be located on corrosive soil creating damage to property.</p>	Refer to Mitigation Measure GEO-1.	Less Than Significant With Mitigation Incorporated.
	<p><i>Cumulative Impacts</i></p> <p>The proposed Project, combined with other related cumulative projects, could expose people or structures to potential substantial adverse effects involving geology and soils.</p>	No mitigation is required.	Less Than Significant Impact.
5.7	Hazards and Hazardous Materials		
	<p><i>Construction-Related Accidental Release of Hazardous Materials</i></p> <p>Short-term construction activities could create a significant hazard to the public or environment through accident conditions involving the release of hazardous materials.</p>	<p>HAZ-1 Before a Grading Permit is issued, the actual location of onsite oil/gas wells must be verified with the DOGGR. All onsite wells present must be properly</p>	Less Than Significant With Mitigation Incorporated.



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		<p>plugged and abandoned per current DOGGR, DTSC, and RWQCB requirements. Further, an environmental consultant with Phase II/site characterization experience must verify through soil sampling that no residual contamination has resulted from historic oil/gas production activities onsite.</p> <p>HAZ-2 Before a Grading Permit is issued, soil sampling must be conducted within the portions of the Project site that have historically been utilized for agricultural purposes and may contain pesticide residues in the soil, as determined by a qualified Phase II/site characterization specialist. The sampling, conducted in consultation with the El Segundo Fire Department, must determine if pesticide concentrations exceed established regulatory requirements and identify further site characterization and remedial activities, if necessary. Should further site characterization/remedial activities be required, these activities shall be conducted per the applicable regulatory agency requirements, as directed by the El Segundo Fire Department.</p> <p>HAZ-3 Before a Grading Permit is issued, an environmental consultant with Phase II/site characterization experience must determine, based on the Current Conditions Report (CCR), RCRA Facility Investigation Work Plan (RFI Work Plan), and sampling and analysis conducted in accordance with the RFI Work Plan, whether subsurface release of hazardous materials/waste to the soil/groundwater associated with the existing storage facilities has occurred. If subsurface release of hazardous materials/waste to the soil/groundwater has occurred, the environmental consultant must determine if contaminant concentrations exceed established regulatory requirements and identify further site characterization and remedial activities, if necessary. Should further site characterization/remedial activities be required, these activities must be conducted per the applicable regulatory agency requirements.</p> <p>HAZ-4 Before a Grading Permit is issued, an environmental consultant with Phase II/site characterization experience must prepare a Worker Safety Plan</p>	



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		<p>to ensure construction worker safety during grading/excavation activities, based on their review the following documents:</p> <ul style="list-style-type: none"> • Current Conditions Report (CCR); • RCRA Facility Investigation Work Plan (RFI Work Plan); • Findings of the RFI Work Plan's Sampling and Analysis; and • Existing Hazardous Materials Conditions Assessment. <p>HAZ-5 An environmental professional with Phase II/site characterization experience must conduct an inspection of existing onsite structures before building renovation/ demolition activities. The inspection must determine whether or not testing is required to confirm the presence or absence of hazardous substances in building materials (e.g., sinks, drains, piping, flooring, walls, ceiling tiles). Should testing be required and results determine that hazardous substances are present in onsite building materials, the Phase II/site characterization specialist must determine appropriate prevention/ remediation measures that are required and/or the methods for proper disposal of hazardous waste at an approved landfill facility, if required.</p> <p>HAZ-6 If during construction unknown wastes or suspect materials are discovered by the contractor that are believed to involve hazardous waste or materials, the contractor must comply with the following:</p> <ul style="list-style-type: none"> • Immediately cease work in the vicinity of the suspected contaminant, and remove workers and the public from the area; • Notify the Director of Public Works of the City of El Segundo; • Secure the area as directed by the Director of Public Works; and • Notify the El Segundo Fire Department (or other appropriate agency specified by the Director of Public Works). The Fire Department's Environmental Safety Manager can advise the responsible party of further actions that must be taken, if required. 	



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p><i>Operations</i></p> <p>Project operations could create a significant hazard to the public or environment through the handling, storage, and/or use of hazardous materials, as well as accident conditions involving the release of hazardous materials.</p>	<p>HAZ-7 Before any Building Permit is issued, vapor intrusion investigations must be conducted by a qualified Environmental Professional, in consultation with the El Segundo Fire Department. Should the Environmental Professional determine that proposed buildings could be impacted by vapor intrusion, the Environmental Professional, in consultation with the El Segundo Fire Department, must recommend that specific measures be incorporated into the buildings' design that would reduce these indoor air quality concentrations to below regulatory thresholds, as directed by the El Segundo Fire Department.</p>	<p>Less Than Significant With Mitigation Incorporated.</p>
	<p><i>Emissions Near School Facilities</i></p> <p>Future uses associated with the Project could result in the hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing school.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant Impact.</p>
	<p><i>Hazardous Materials Sites</i></p> <p>The anticipated development could be located on a hazardous materials site per section 65962.5 and could create a significant hazard to the public or the environment.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant Impact.</p>
	<p><i>Interference With An Adopted Emergency Response or Evacuation Plan</i></p> <p>Project operations could create a significant hazard to the public or environment through interference with an adopted emergency response or evacuation plan.</p>	<p>HAZ-8 At least three business days before any lane closure, the construction contractor must notify the El Segundo Fire Department, El Segundo Police Department, El Segundo Public Works Department, and the El Segundo Planning and Building Safety Department of construction activities that would impede movement (such as road or lane closures) along roadways immediately adjacent to the development area, to allow for uninterrupted emergency access and maintenance of evacuation routes.</p>	<p>Less Than Significant With Mitigation Incorporated.</p>
	<p><i>Cumulative Impacts</i></p> <p>The Project, combined with other cumulative development, could increase the exposure of hazardous substances to the public or the environment.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant Impact.</p>



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
5.8	Hydrology and Water Quality		
	<p>Water Quality – Short-Term Impacts</p> <p>Grading, excavation, and construction activities associated with the Project could violate water quality standards.</p>	No mitigation is required.	Less Than Significant Impact.
	<p>Long-Term Operational Impacts</p> <p>Project implementation could alter existing drainage patterns, result in increased run-off amounts, and degrade water quality.</p> <p>The Project could 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.</p>	<p>HWQ-1 Before the City issues any grading permit, the Applicant must conduct a Construction Level Hydrology and Hydraulics Study to determine potential storm water runoff rates and peak flows from the Project site per County of Los Angeles methodology. The 50-year storm flows for both existing and proposed Project conditions must be included in the study. The Study must be completed by a qualified professional, approved by the Director of Public Works, and be consistent with standard engineering practices for the region, including the use of the Los Angeles County Manual. The Study must demonstrate the effect of storm water discharges to any City, County, or other agency-owned drainage or flood control facility, as mitigated and be designed and implemented to prevent an increase in the rate or amount of storm water runoff above the baseline condition.</p> <p>The Study must also determine whether onsite detention is required. If the final hydrology calculations determine that onsite detention is required to avoid downstream impacts, the Study must also identify the necessary flood control mitigation, which may include a surface stormwater detention pond, subsurface detention structure, or subsurface detention pipes. The construction level hydrology calculations and Construction Level Hydrology and Hydraulics Study must be prepared and reviewed by the Director of Public Works and Building Official before any Grading Permit is issued.</p> <p>HWQ-2 Before the City issues any permit for development of an individual parcel, the Construction Level Hydrology and Hydraulics Study must be updated and submitted to the Director of Public Works for review. The phasing must be implemented to prevent an increase in the rate or amount of storm water runoff above the baseline condition.</p>	Less Than Significant With Mitigation Incorporated.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	Groundwater The Project could potentially deplete groundwater supplies or substantially interfere with groundwater recharge.	No mitigation is required.	Less Than Significant Impact.
	Cumulative Impacts Project implementation combined with other related cumulative projects could result in increased run-off amounts, degraded water quality, and decreased groundwater supplies.	No mitigation is required.	Less Than Significant Impact.
5.9	Population and Housing		
	Population Growth Project implementation could induce substantial population growth in the City.	No mitigation is required.	Less Than Significant Impact.
	Cumulative Impacts Development anticipated by the Project and cumulative development could induce substantial population growth in the area.	No mitigation is required.	Less Than Significant Impact.
5.10	Public Services and Recreation		
	Fire Protection Services Project implementation could create a demand for fire protection facilities that could cause significant environmental impacts.	No mitigation is required.	Less Than Significant Impact.
	Police Protection Services Project implementation could create a demand for police protection facilities that could cause significant environmental impacts.	No mitigation is required.	Less Than Significant Impact.
	Schools Project implementation could increase the local student population, creating a demand for educational facilities that could cause significant environmental impacts.	No mitigation is required.	Less Than Significant Impact.
	Parks and Recreation The Project includes and could create a demand for park facilities that could cause significant environmental impacts.	No mitigation is required.	Less Than Significant Impact.
	Cumulative Impacts The Project combined with cumulative projects could create increased demand for public services and facilities that could cause significant environmental impacts.	No mitigation is required.	Less Than Significant Impact.
5.11	Utilities and Service Systems		
	Wastewater Treatment Requirements Project implementation would not exceed Los Angeles Regional Water Quality Control Board wastewater treatment requirements.	No mitigation is required.	Less Than Significant Impact.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p><i>Water Demand and Facilities</i></p> <p>Project implementation could require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</p>	<p>USS-1 Before the City issues a building permit, the Applicant's Engineering Representative must coordinate with the Director of Public Works, or designee, to increase capacity of the City's High Pressure Zone in the vicinity of the Project site. This will include, at a minimum, regional system analysis of the City's Water System using the City's system-wide computer model with the goal of reducing system velocities during peak demands adjacent to the Project site. The Director of Public Works, or designee, will determine the system improvement options that are required.</p>	<p>Less Than Significant With Mitigation Incorporated.</p>
	<p><i>Wastewater Facilities</i></p> <p>Project implementation could require or result in the construction of new wastewater facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</p>	<p>USS-2 Before the City issues a building permit for a building connecting to the northerly sewer trunk line in El Segundo Boulevard, the Director of Public Works, or designee, will determine the required capacity in the northerly sewer trunk line in El Segundo Boulevard. This will include, at a minimum, regional system analysis using the City's sewer master plan computer model. In the event the City approves discharging a portion of the proposed ESSCSP wastewater for the development to the northerly trunk, before the City issues a building permit, an adequately sized relief line, as determined by the Director of Public Works, or designee, must be installed within Douglas Street that connects with the trunk line at Coral Circle and Douglas Street and diverts flow equal to or greater than the additional capacity that is required in the northerly trunk for the proposed development. The sizing and other specifications of the relief sewer are subject to approval by the Director of Public Works.</p>	<p>Less Than Significant With Mitigation Incorporated.</p>
	<p><i>Water Supplies</i></p> <p>There would not be insufficient water supplies available to serve the Project from existing entitlement and resources, and new or expanded entitlement could be needed.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant Impact.</p>
	<p><i>Wastewater Treatment</i></p> <p>Project implementation would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant Impact.</p>



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	The wastewater treatment provider, which would serve the Project, would determine that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.		
	<p>Solid Waste</p> <p>The Project would not be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.</p> <p>The Project would not conflict with federal, state, or local statutes and regulations related to solid waste.</p>	No mitigation is required.	Less Than Significant Impact.
	<p>Dry Utilities</p> <p>Project implementation could require or result in the construction of new dry utilities or expansion of existing utilities, the construction of which could cause significant environmental effects.</p>	No mitigation is required.	Less Than Significant Impact.
	<p>Cumulative Impacts</p> <p>The Project, combined with cumulative development, could create increased demand for utilities and service systems that could cause significant impacts.</p>	No mitigation is required.	Less Than Significant Impact.

1.5 SUMMARY OF PROJECT ALTERNATIVES

In accordance with *CEQA Guidelines* Section 15126.6, this section provides a summary description of the alternatives to the Project, which could feasibly attain most of the Project's basic objectives, while avoiding or substantially lessening the Project's significant effects. The evaluation considers the comparative merits of each alternative. The analysis focuses on alternatives capable of avoiding or substantially lessening the Project's significant environmental effects, even if the alternative would impede, to some degree, the attainment of the proposed Project objectives. The following alternatives are considered in this EIR:

- “No Project/No Development” Alternative;
- “No Project/Existing Entitlement” Alternative;
- “Alternative Site” Alternative;
- “Raytheon Only” Alternative; and
- “Conceptual Plan with Coral Circle Connection” Alternative.

Throughout Section 7.0, *Alternatives to the Proposed Project*, the alternatives' impacts are analyzed for each environmental issue area examined in Sections 5.1 through 5.11 of this EIR. In this manner, each alternative was compared to the Project on an issue-by-issue basis. The following is a summary description of each of the alternatives evaluated in Section 7.0.



“NO PROJECT/NO DEVELOPMENT” ALTERNATIVE

The No Project/No Development Alternative would retain the Project site in its current condition. With this Alternative, the site would remain developed with the existing SAS facility and related 11 buildings and surface parking lots. Under the No Project/No Build Alternative, the ESSCSP would not be adopted and an increased density beyond what exists on the property would not occur. Two new land use types (i.e., commercial and light industrial) would not be introduced, as are proposed by the Project. None of the proposed amendments to the El Segundo General Plan (General Plan) or General Plan Map, or Zoning Map/El Segundo Municipal Code (ESMC) would be implemented. None of the improvements proposed as part of Tentative Map No. 71551 would be constructed and the property would not be subdivided into 26 separate parcels. Proposed improvements to the City’s transportation circulation system, including enhancements to the City’s roadway network (El Segundo Boulevard, and Continental Boulevard and Nash Street extensions), and bicycle and pedestrian networks, would not be constructed. The existing surface parking lots would remain.

The No Project/No Development Alternative would maintain the existing land uses. No structures would be demolished. Office, laboratory, manufacturing, and warehouse land uses are located on the South Campus totaling approximately 2,089,090 gross square feet and a floor area ratio (FAR) of 0.29. Office uses would continue to predominate among the site’s existing land uses, comprising approximately 1.2 million gross square feet, or one-half of the Campus’ floor area. The South Campus would continue to provide the existing private outdoor recreational uses that include tennis and basketball courts, and baseball fields at the northwest corner of the property.

“NO PROJECT/EXISTING ENTITLEMENT” ALTERNATIVE

The “No Project/Existing Entitlement” Alternative proposes development of what would be reasonably expected to occur in the foreseeable future, if the Project were not approved, based on the property’s current adopted entitlement. Development on the property is currently restricted to what is allowed under the existing amended entitlement (Precise Plan 3-78 Amendment #3 (approved as Resolution 2166 Amended August 13, 1987), which is 2,017,903 net square feet, allowing an additional 215,459 net square feet over the existing 1,802,444 net square feet. In accordance with the existing amended entitlement and assuming approximately 14 percent of the floor area would be exempt, the No Project/Existing Entitlement Alternative limits development on the property to the total identified in Precise Plan 3-78 Amendment #3 of 2,338,814 gross square feet, allowing an additional 249,724 gross square feet over existing 2,089,090 gross square feet.

Under the No Project/Existing Entitlement Alternative, no existing land uses would be demolished and the new development would follow the Campus’ existing land use pattern, which involves office, laboratory, manufacturing, and warehouse uses. With this Alternative, the ESSCSP would not be adopted and the onsite development intensity would be limited to what is allowed by the Precise Plan. None of the proposed amendments to the El Segundo General Plan or General Plan Map, or Zoning Map/ESMC would be implemented, rather the new development would proceed in accordance with the Project site’s existing land use designations and zoning. None of the improvements proposed as part of Tentative Map No. 71551 would be constructed and the property would not be subdivided into 26 separate parcels. Proposed improvements to the City’s transportation circulation system, including enhancements to the



City's roadway network (El Segundo Boulevard, and Continental Boulevard and Nash Street extensions), and bicycle and pedestrian networks, would not be constructed.

This Alternative involves development of approximately 141,169 gross square feet of office, 42,092 gross square feet of laboratory, 51,764 gross square feet of manufacturing, and 14,699 gross square feet of warehouse uses. The No Project/Existing Entitlement Alternative would include laboratory and manufacturing uses, which are not proposed by the Project, and exclude the Project's light industrial and commercial uses. This Alternative also proposes significantly less office and warehouse uses than the Project. Overall, this Alternative proposes approximately 88 percent less development than the Project.

“ALTERNATIVE SITE” ALTERNATIVE

The Applicant does not retain any ownership rights to other properties within the City limits and there are no other infill sites available that are adequately sized and environmentally compatible. The largest undeveloped land area available in the City is approximately 54 acres located east of Sepulveda Boulevard on Rosecrans Avenue, adjacent to the existing Plaza El Segundo Shopping Center and “The Point” Shopping Center, which is currently under construction. This site is crossed by various rail lines complicating development of the site. The site also has limited street access and limited means to create access across the site or to create multiple access points to major roadways. Therefore, no potentially feasible alternative site alternatives were identified as available for analysis.

“RAYTHEON ONLY” ALTERNATIVE

The Raytheon Only Alternative would be generally the same as the proposed Project in that it would involve approval of a Specific Plan that would establish a maximum allowable development within the ESSCSP area of 4,231,547 gross square feet, or an additional 2,142,457 gross square feet over existing conditions. However, the Project's proposed commercial (retail/restaurant) uses would be excluded with this Alternative and replaced by additional office, warehousing, and light industrial uses. As with the proposed Project, this Alternative involves the following entitlements: a Specific Plan; General Plan and General Plan Map Amendments; Zone Change and Zone Text Amendment; and a Vesting Tentative Map subdividing the property into separate parcels. Additionally, the Raytheon Only Alternative assumes the Applicant's current Transportation Demand Management (TDM) program, which achieves an average daily trip (ADT) reduction of approximately 22 percent, is implemented also for the proposed office, warehousing, and light industrial uses.

This Alternative assumes the following land uses: approximately 1,882,830 square feet of office; 79,075 square feet of warehouse; and 180,553 square feet of light industrial. Similar to the proposed Project, this Alternative would enable development with any combination of permitted land uses, provided that the FAR does not exceed the specified development square footage (at a maximum FAR of 0.6) and that the resultant peak hour vehicle trips do not exceed the specified peak hour trip ceiling. As compared to the proposed Project, the Raytheon Only Alternative would exclude commercial uses (148,960 square feet) and include approximately 7.5 percent more office, warehouse, and light industrial uses (approximately 130,909 square feet, 5,498 square feet, and 12,553 square feet, respectively).



“CONCEPTUAL PLAN WITH CORAL CIRCLE CONNECTION” ALTERNATIVE

The Conceptual Plan With Coral Circle Connection Alternative (Coral Circle Alternative) would be the same as the proposed Project in every respect, except one: this Alternative also involves a connection to Coral Circle, between and including portions of Lots 20 and 22, near the southeast corner of the Project site. Specifically, the Coral Circle Alternative involves constructing a connection between the proposed Nash Street extension and Coral Circle’s existing southern leg, near the Project site’s southeast corner. A 60-foot ROW would be dedicated, consistent with Coral Circle’s classification as a Local Street. Construction of the Coral Circle connection would occur before the City issued any certificate of occupancy for the Phase II development. This Alternative involves providing the Coral Circle ROW improvements, including curb/gutter, parkway trees, and roadway paving among others, pursuant to ESMC Chapter 15-24A, which outlines the standards/requirements for ROW dedications and improvements.