

**CITY OF MANHATTAN BEACH
DEPARTMENT OF COMMUNITY DEVELOPMENT
MEMORANDUM**

TO: Planning Commission

FROM: Anne McIntosh, Director of Community Development

THROUGH: Laurie B Jester, Planning Manager

BY: Eric Haaland, Associate Planner

DATE: February 14, 2018

SUBJECT: Consideration of Use Permit Applications to Construct a New Office Building and an Office Building Addition and consideration of a Final Environmental Impact Report Pursuant to the California Quality Act for Projects at 305 and 330 South Sepulveda Boulevard (Skechers USA)

RECOMMENDATION:

Staff recommends that after **CONDUCTING** a Public Hearing and **CONSIDERING** all the evidence presented, the Planning Commission **DIRECT** staff to prepare Draft Resolutions making findings and adopting a Final Environmental Impact Report and Mitigation Monitoring and Reporting Program, and approving the Use Permit and Use Permit Amendment with conditions.

APPLICANT/ OWNER:

Skechers USA, Inc.
330 S. Sepulveda Boulevard
Manhattan Beach, CA 90266

BACKGROUND:

The subject sites consist of two commercially zoned parcels on opposite sides of Sepulveda Boulevard within the 300 South block. The westerly site (305 South Sepulveda) extends south to an alley (Boundary Place), and contains a laundry business, office building, and former automotive/print shop property that totaled 13,000 square feet of floor area. The easterly site (330 South Sepulveda Boulevard) extends an entire block length between Duncan Avenue to Longfellow Drive, and contains an existing 55,000 square-foot office building, and vacant land that previously contained a 14,000 square-foot car wash. The Applicant proposes to: (1) demolish the remaining laundry and office buildings on the west site and construct a new 37,000 square-foot office building; and (2) construct a 20,000 square-foot addition to the existing Skechers building on the demolished car wash portion of the east site. A total of 57,000 square feet of new floor area is proposed. These Manhattan Beach developments are components of an overall Skechers headquarters expansion project that also includes 120,000 square feet of office space in the City of Hermosa Beach extending south, along the west side of

Sepulveda/PCH/SR1, from Longfellow Drive. The overall project, including its review under the California Environmental Quality Act (CEQA), began in this area just south and west of Manhattan Beach boundaries, and subsequently included the components within Manhattan Beach.

The Manhattan Beach projects propose new general office use, which is a permitted use in the Commercial General (CG) zone. However, Use Permit review is required for establishment of any commercial use in the General Commercial (CG) zone with floor area exceeding 5,000 square feet, or a site area exceeding 10,000 square feet. The west (305 S. Sepulveda) project involves a new Use Permit for the new building, while the east (330 S. Sepulveda) project involves an Amendment to the Use Permit for the existing office building. Lot Line Adjustments are necessary to combine the sites into one building site on each side of Sepulveda.

PROJECT OVERVIEW:

**West Site – 305 S. Sepulveda Boulevard
New Use Permit**

LOCATION

Location	305 S. Sepulveda Boulevard, between Duncan Ave. and Boundary Pl. (See Vicinity Map)
Legal Description	Lot 1, Tract 42598, and Lot 1, Block 3, Carnation Villa Tract;
Area District	I

LAND USE

General Plan Zoning	General Commercial CG, Commercial General
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Land Use	<u>Existing</u> 12,422 square. feet office/auto/ laundry/print shop	<u>Proposed</u> 37,000 square feet office space
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Neighboring Zoning/Land Uses	North (across Duncan) South (across Boundary-Hermosa Beach) East (across Sepulveda) West	CG/Skechers Office Bldg. CG/ Skechers Office Bldg- and Child Care Center-Hermosa Beach CG/ Existing and Proposed Skechers Office Bldg Residential Medium Density (RM) and Residential Single Family (SFR) beyond/ Duplex
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PROJECT DETAILS

	<u>Proposed (existing)</u>	<u>Code Requirement</u>
Parcel Size-Lot Area	28,492 square feet	4,000 square feet minimum
Building Floor Area (FAF)	37,000 square feet (12,422 square feet)	42,738 square feet maximum
Height	30 feet	30 feet maximum
Setbacks		
Front (Sepulveda Boulevard)	Varies: 10 ft. (10 ft.)	10 feet (from original property line)
Rear	1 foot – parking, 15 feet-office (varies: 5-15 feet)	Daylight plane 15 feet above property line
North Side (Duncan)	5 feet (17 feet)	Zero
South Side (Boundary)	15 feet (2 feet)	Zero
Site Landscaping	4,700 sq. ft. (1,800 sq.ft.)	2,279 square feet min.
Parking	183 spaces(*)	124 spaces
Vehicle Access	1 Duncan Avenue driveway	No requirements
Signs	40 square feet Wall signs	430 square feet maximum. 1 pole sign maximum.

(*) – Parking- Plans show 183 parking spaces, the EIR identifies 194 spaces; both exceed the minimum requirement.

**East Site – 330 S. Sepulveda Boulevard
Amendment to Existing Use Permit**

LOCATION

Location	330 S. Sepulveda Boulevard, between Duncan Dr. and Longfellow Dr. (See Vicinity Map)
Legal Description	Lots 8 – 14, Tract 14274
Area District	I

LAND USE

General Plan Zoning	General Commercial CG, Commercial General
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Land Use	<u>Existing</u> 55,000 square feet office- (prior car wash on site demolished) use	<u>Proposed</u> 75,000 square feet total office space
Neighboring Zoning/Land Uses	North (across Duncan Ave.) South (across Longfellow) East (across Kuhn Drive) West	CG/Office/retail bldg. CG/ Medical office bldg Residential Single Family (RS)/ Single Family homes CG/Laundry, office bldgs. (Proposed Skechers office)

PROJECT DETAILS

	<u>Proposed (existing)</u>	<u>Code Requirement</u>
Parcel Size-Lot Area	53,670 square feet	4,000 square feet minimum
Building Floor Area (FAF)	75,000 square feet (55,000 square feet)	80,505 square feet maximum
Height	30 feet	30 feet maximum
Setbacks		
Front (Sepulveda Boulevard)	Varies: 21 ft. (same)	Zero
Rear	11 feet (same)	Zero
North Side (Duncan)	3 feet (12 feet)	Zero
South Side (Boundary)	N/A (10 feet)	Zero
Site Landscaping	8,835 sq. ft. (5,022 sq.ft.)	4,293 square feet

	<u>Proposed (existing)</u>	<u>Code Requirement</u>
Parking	355 spaces (*)	251 spaces (**)
Vehicle Access	1 Sepulveda driveway (same) 2 Longfellow driveways (same) 1 Kuhn driveway (same)	No requirements
Signs	Wall signs (88 square feet)	700 square feet max. 1 pole sign max.

(*) – Parking- Plans show 355 parking spaces, the EIR identifies 356 spaces; both exceed the minimum requirement.

(**) – Parking- Code requirement of 251 parking spaces does not reflect existing use permit requirements for additional parking beyond basic general office ratio,

DISCUSSION:

Overview

The two subject Manhattan Beach projects propose to add approximately 57,000 square feet of office space to the existing Sepulveda Skechers headquarters campus (there are also existing Downtown and Rosecrans Manhattan Towers facilities), replacing 27,000 square feet of automotive, office, and personal service uses. The Downtown offices are expected to be retained while the employees at the Rosecrans facility will be relocated to the new Manhattan Beach Sepulveda locations. The overall expansion includes an additional 120,000 square-foot development replacing vacant automotive uses less than one block to the south in Hermosa Beach. Since the overall expansion was found to have potential environmental impacts pursuant to CEQA, an Environmental Impact Report (EIR) was prepared with the City of Hermosa Beach acting as the lead agency. As an attachment to this report, the Final EIR extensively analyzes all three components of the overall expansion, The discussion below includes detailed project and CEQA process descriptions, as well as required use permit findings, General Plan and Sepulveda Guideline comparisons, and known neighbor concerns. A list of potential conditions of approval for Planning Commission consideration and direction is also attached.

Project descriptions

General

The development sites are zoned CG (General Commercial). The CG Zone District is to provide opportunities for the full range of retail and service businesses deemed suitable for location in Manhattan Beach, including businesses not permitted in other commercial districts because they attract heavy vehicular traffic or have certain adverse impacts. This zone is also intended to provide opportunities for offices and certain limited industrial uses that have impacts comparable to those of permitted retail and service uses to occupy

space not in demand for retailing or services. The sites have a Manhattan Beach General Plan land use designation of General Commercial, which allows for a range of commercial uses, including professional offices. The CG Zone has a maximum building height of 30 feet with a floor-to-area ratio of 1.5:1. The CG Zone does not have any specific setback requirements, but it requires that 8 percent of the site is devoted to landscaping. The modern style office building, and building addition, would be constructed to be compatible with the design of the existing Skechers building at 330 S. Sepulveda Boulevard and the Hermosa Beach component.

Green Building Features.

As is the case with the Hermosa Beach component, the project applicant is seeking Leadership in Energy and Environmental Design (LEED) Gold certification for applicable Manhattan Beach construction. Measures proposed to meet LEED Gold Certification requirements are similar to those described in the Hermosa Beach component. A minimum one-year pilot shuttle program, would shuttle Skechers employees between the Skechers office and downtown Hermosa Beach and Manhattan Beach from 11:00 AM to 2:00 PM.

Construction Activity.

Construction of the Manhattan Beach components may occur simultaneously, and take approximately 21 months to complete, and as a worst case scenario this is the sequencing that was evaluated in the EIR. The City's standard construction hours are 7:30 AM to 6:00 PM, Monday through Friday, and 9:00 AM to 6:00 PM on Saturdays. Construction activities for the project would occur between a start time of 7:30 AM and an ending time of 6:00 PM for the 305 S. Sepulveda site and between 9:00 AM and 6:00 PM for the 330 S. Sepulveda site. Staging of trucks on SR 1 would be limited to non-peak traffic hours when the curbside lane is converted to parking; therefore, it would not reduce the number of through traffic lanes.

Grading would be required, with 28,500 cubic yards of cut and export expected for the 305 S. Sepulveda Boulevard site and 24,000 cubic yards of cut and export for the 330 S. Sepulveda Boulevard site. Up to 1,400 cubic yards of cut would be hauled offsite per day during peak excavation activities. This equates to 3,750 total truck trips at 14 cubic yards per load over approximately 35 to 40 days. At least 80 percent of construction material, by weight, would be recycled.

Construction and truck routes would comply with the required Construction Management Plan for the overall project. In addition, Skechers proposes to maintain existing access for the current site uses and parking facilities at the 330 S. Sepulveda site during construction.

West Site- 305 S. Sepulveda Boulevard

Existing Site Characteristics.

The lots at 305, 309, 317 S. Sepulveda and 1050 Duncan Avenue are to be combined into a 0.65 acre lot to accommodate a new office building that will be addressed as 305 S. Sepulveda. The site slopes downward from north to south along Sepulveda Boulevard, and slopes upwards from west to east. The site is currently developed with a 7,500 square

foot office building at 1050 Duncan Avenue and a laundry facility called Debonair Cleaners at 317 S. Sepulveda Bl. The site was also previously developed with an auto shop called Werxstatt Auto Repair at 305 S. Sepulveda Bl. and a vacant copy shop at 309 S. Sepulveda Bl. These buildings were demolished in March 2017. Existing development totals 12,422 square feet of building area. The site is surrounded by commercial and office buildings to the north and east, commercial uses to the south, and single-family and two-family residences to the west.

Skechers would use the new development as standard back office space. The building would house approximately 150 office workers and provide office space for back office corporate functions.

Design and Architecture.

This would be a two to three-story, 30-foot-tall building over a three-level subterranean parking garage. The building would be constructed with an exposed concrete frame with clear and colored spandrel glass. On the second floor, a 3,019-square-foot terrace would have a water feature and fire pit for employee use, facing Sepulveda Boulevard. A transformer, cooling towers, and refuse/recycling areas would be located along Boundary Place and would be screened by walls. The building would include amenities, such as showers, for employees.

Parking, Circulation, and Loading.

The parking garage entrance would be on Duncan Avenue, opposite the entrance to Skechers' existing building to the north at 225 S. Sepulveda Boulevard. The parking garage would include 194 commercial spaces, exceeding the code requirement of 124 spaces. A minimum one-year pilot shuttle program, discussed in detail in Section 2.5.4 of the Final EIR, would shuttle Skechers employees between the Skechers office and downtown Hermosa Beach and Manhattan Beach from 11:00 AM to 2:00 PM. One commercial loading space would be provided along Boundary Place. Pedestrian access would be provided along SR 1. Additionally, a portion of 12 electric bikes, distributed among the three overall project components, will be available to all employees.

Landscaping.

The building would have the required 10-foot front yard setback on Sepulveda Bl. Additionally, there would be a 5-foot setback on Duncan Avenue and a minimum of a 15-foot-6-inch setback to the main office tower from the west side of the site in order to provide a stair structure and deck-top landscape buffer between the primary portion of the building and the residential property to the west. Landscaping would account for 17 percent of this component, thus exceeding the 8 percent landscape requirement. The rear parking structure roof surface would be landscaped with tall bamboo landscape screening and ground cover. This area would not be accessible to employees or the public. The roof planter surface would be approximately 10 feet above grade on the Duncan Avenue side. An on-grade landscaping evergreen hedge inside a one-foot space on the west/residential property line of the Manhattan Beach building would be provided. Landscape planters and trees would also be provided all along Sepulveda Bl. as well as Duncan Avenue. A water feature is proposed at the entrance on Sepulveda Bl.

East Site- 330 S. Sepulveda Boulevard

Existing Site Characteristics.

The 330 S. Sepulveda Boulevard site is currently being used as a temporary employee outdoor recreational area and was previously developed with a car wash. The site is surrounded by commercial development to the north, west, and south, is zoned CG (General Commercial).

The 330 S. Sepulveda Boulevard component would involve the development of new office spaces consisting of a new two-story, approximately 30-foot-tall building over a new subterranean parking garage four levels deep. The building would be an extension of the existing Skechers offices at 330 S. Sepulveda Boulevard and is intended to provide space for the firm's retail, real estate, and construction divisions.

Design and Architecture.

The expansion would be an addition to the existing building to the south, adding a total of 20,328 square feet to the existing 54,875-square-foot office building for an expanded Skechers office building totaling 75,373 square feet. There would be new decks on the first and second floors for employee use, which would face Sepulveda Bl. and the existing Skechers offices to the south. Pedestrian walkways on the first and second floor would connect to the existing Skechers building, allowing access between the two buildings.

The building expansion design would match the existing Skechers office building. The building would have an exposed concrete frame with clear and colored spandrel glass. The building would provide interior amenities such as showers for employees. The existing building is currently occupied by 150 employees, but it is overcrowded. The proposed expansion could increase occupancy by 75 employees, bringing the total occupancy of the 330 S. Sepulveda Boulevard component to 225 people.

Parking, Circulation and Loading.

The entrance to the expanded parking garage would be through the existing vehicular access on Sepulveda Bl. and Longfellow Drive. No new vehicular access points are proposed. The new subterranean parking garage area would provide 85 additional commercial parking spaces. Therefore, with the existing 270 parking spaces, the building proposes a total of 355 commercial parking spaces. This is 17 spaces over the Manhattan Beach Code requirement. The parking garage would also include 36 carpool/vanpool parking spaces, and 11 electric vehicle parking spaces. All parking spaces with electric vehicle capabilities would include charging stations. Additionally, a portion of 12 electric bikes distributed among the three overall project components, will be provided for employee use in commuting and weekday errands. The expanded garage would connect to the existing garage at all levels. The entrance to the garage addition would be from the current driveways off of Longfellow Drive and Sepulveda Bl. Pedestrian access would be provided along SR 1, near Duncan Drive.

Landscaping.

The office portion of the building addition would have an approximate 21-foot setback from Sepulveda Bl. with approximately 14 feet of landscaping, above the below-grade parking structure. The eastern portion of the building along Kuhn Drive would have an 11-foot-9-inch landscaped setback. Landscaping would make up 16 percent (8,835 square feet) of the component, thus exceeding the 8 percent landscape requirement. Landscaping would be added around the perimeter of the new building section, except for where it connects to the existing building.

Environmental Impact Report- EIR

The EIR addresses impacts of development and long-term use of a new Design Center with Executive Offices in Hermosa Beach and the two proposed office buildings in Manhattan Beach. For purposes of CEQA and the EIR, Hermosa Beach is the lead agency and Manhattan Beach is the responsible agency on the project. As the responsible agency, the City must make environmental findings, adopt a mitigation monitoring and reporting program, and adopt a statement of overriding consideration for any impacts that are significant and unavoidable. But the responsible agency has responsibility and authority over only those impacts, mitigation measures, and alternatives pertaining to portions of the project that it is approving and those mitigation measures or alternatives.

The environmental analysis identifies the need to mitigate potential impacts related to air quality, biological resources, cultural resources, geology and soils, hazards, and groundwater, and the EIR provides feasible measures that would fully mitigate these impacts. Project impacts related to aesthetics, greenhouse gas emissions, hydrology and water quality, land use, public services and utilities are found to be less than significant and do not require mitigation.

Impacts to seven intersections along SR 1 (Pacific Coast Highway/Sepulveda Boulevard) are found to remain significant even after all feasible available mitigation is imposed to reduce the impacts. Therefore, these impacts are identified as significant and unavoidable. Additionally, three intersections along SR 1 would be adversely impacted during the construction phase. This temporary impact cannot be mitigated and is significant and unavoidable. The Hermosa Beach component of the project would also result in temporary, construction-related noise impacts to nearby sensitive uses (residences and a daycare facility) located in Hermosa Beach. Due to the proximity of these sensitive uses, the nature of construction equipment used and the duration of the construction phase, it was determined that it is not feasible to fully mitigate this impact to below a level of significance.

The Draft EIR included a series of intersection improvements aimed at addressing impacts at the intersections where significant impacts were identified. The measures included in the Draft EIR were found to potentially mitigate project impacts. However, some of the measures (notably, three traffic signals along SR 1) were found to be potentially infeasible because Caltrans approval could not be assured. Moreover, comments received on the Draft EIR noted that some of the measures included in the

Draft EIR may have undesirable secondary effects. Consequently, a Traffic Microsimulation Analysis was completed in conjunction with the Final EIR to evaluate the overall effects of the Draft EIR mitigation measures as well as other combinations of mitigation measures at study intersections along SR 1. Based on the results of the analysis, it was determined that various combinations of mitigation measures from the Draft EIR would actually harm overall traffic flow. Specifically, although significant impacts at the Duncan Avenue, 30th Street and Keats Street intersections would be reduced to a less than significant level, signalization would worsen traffic delay for side streets or increase overall southbound travel time along the SR 1 corridor. For this reason, these measures have been determined to be infeasible.

As a result of additional analysis conducted as part of the Final EIR preparation, an alternate mitigation measure combination was found to have the overall greatest benefits to circulation throughout the study area. This combination of measures would not specifically or fully mitigate the level of service impacts at all study intersections, but was determined to result in the best overall traffic flow along the SR 1 corridor without creating the secondary effects along residential streets that could result from the traffic signals that were included as mitigation in the Draft EIR. Therefore, the City has determined that deviation from the standard approach of mitigating impacts at individual intersections is warranted based on the overall benefits of considering traffic impacts in a more holistic manner, and this combination of intersection improvements, described in Mitigation Measures 4.12-2(a) [prohibit eastbound left turn movement from 30th Street onto SR 1] and (b) [lengthen southbound SR 1 left turn pocket onto Tennyson Street] is recommended. Because these improvements would not fully mitigate all project impacts, Mitigation Measure 4.12-2(e) is included to reduce peak hour vehicle trips to and from the site and associated impacts to the maximum degree feasible, and that mitigation measure involves an adaptive transportation demand management (TDM) program that, together with the intersection improvements, can mitigate the traffic impacts to the extent feasible. The TDM program is dynamic and can change over time, meaning that the measures will be adjusted to ensure that the project maintains a 7% traffic reduction, but that traffic would not increase over time at any of the project components.

Areas of Known Controversy

Neighbors of the three development sites raised a number of issues of potential concern during the EIR scoping process. These issues, detailed in Section 1, Introduction of the Final EIR, include concerns about project-related construction effects (notably, traffic and noise) as well as potential long-term issues related to traffic on SR 1 and residential streets in the site vicinity, alteration and/or loss of views, compatibility and privacy issues related to the introduction of three-story buildings adjacent to residential neighborhoods, noise and air pollution associated with project traffic and operation.

Issues to Be Resolved and Statement of Overriding Considerations

The EIR identifies certain impacts that have been identified as unavoidably significant. City of Hermosa Beach and City of Manhattan Beach decision makers will need to determine whether the project's benefits outweigh its unavoidable environmental impacts (which include temporary and long-term transportation/circulation impacts in both cities

and temporary construction-related noise impacts in Hermosa Beach). If the project benefits are found to outweigh these impacts, decision makers will need to adopt a Statement of Overriding Considerations for these impacts. The Final EIR identifies a number of physical improvements that would partially mitigate the project's transportation impacts, but even with these mitigation measures, the project's impact cannot be reduced to below a level of significance at all study intersections.

Alternatives

Like mitigation measures, alternatives serve the function of evaluating whether there are ways to diminish or avoid adverse environmental effects. The purpose of an alternatives discussion in an EIR is to analyze means of avoiding or substantially lessening any significant adverse environmental effects of the project. 14 CCR § 15126.6(b). Thus the EIR must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation on the project. Before the City can approve a project for which an EIR identifies a significant environmental impact, the agency must make a finding that “[s]pecific economic, legal, social, technological, or other considerations ... make infeasible the mitigation or alternatives identified in the [EIR].” PRC §21081. “Feasible” means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors. Public Resources Code §21061.1. As the responsible agency, the City has responsibility for mitigating or avoiding only the direct or indirect environmental effects of those parts of the project which it decides to approve and for considering those feasible alternatives or feasible mitigation measures within its powers.

Section 6 of the EIR analyzes three project alternatives, including the CEQA-required “no project” alternative, a commercial retail alternative, and two versions of a reduced project size alternative.

- ***Alternative 1: No Project/No Development.*** This alternative, required by CEQA, assumes that none of the project components are constructed and all three development sites remain in their current condition. The Hermosa Beach site and the 305 S. Sepulveda Bl. site are developed with vacant commercial buildings that could be reoccupied under this alternative.
- ***Alternative 2: Commercial Retail (replacing the commercial office buildings with retail uses built in accordance with existing zoning).*** This alternative would involve replacing the commercial office buildings with retail uses built in accordance with existing zoning (C-3 zone for the Hermosa Beach site and CG zone for the two Manhattan Beach sites).
- ***Alternative 3: Reduced Project Size.*** This alternative includes two options for reducing the size of the proposed project in order to reduce overall vehicle trips generated by the project and associated impacts: Reduce all components by 14% (3A), and Remove Coffee Shop/Reduce Design Center Size (3B).

Various other alternatives were considered, but were determined to be infeasible or would not meet one or more of the basic project objectives. These alternatives are also

discussed in Section 6 of the EIR. A summary of the project alternatives, and analysis of their feasibility is included in the EIR. All alternatives were considered to be infeasible for a variety of reasons discussed in the EIR.

Summary of Impacts and Mitigation Measures

Table ES-2 of the EIR summarizes the environmental impacts associated with construction and operation of the proposed project, proposed mitigation measures, and residual impacts. The project's impacts and mitigation measures are discussed in detail in Section 4 of the EIR.

One or more of the project components would have significant impacts with respect to several issue areas. Most of the identified significant impacts can be reduced to below a level of significance with proposed mitigation measures. However, the project would have unavoidably significant impacts with respect to the following issues:

- **Transportation and Circulation** – *temporary construction-related impacts at the SR 1/30th Street, SR 1/Keats Street, and SR 1/Tennyson Street intersections; long-term operational impacts at seven along SR 1 based on City of Hermosa Beach, City of Manhattan Beach, or Caltrans thresholds (SR 1 / Duncan Avenue-Duncan Drive, SR 1/30th Street, SR 1 / Keats Street, SR 1/Manhattan Beach Blvd., SR 1/Longfellow Ave.-Longfellow Dr., SR 1 / Tennyson St., and SR 1 / Gould Ave. – Artesia Blvd.)*
- **Noise** – *temporary construction-related impacts at the Hermosa Beach site due to exposure of noise-sensitive residential and day care uses to noise exceeding current City standards during portions of the 30-month construction period*

Mitigation has been identified for the above impacts. See Mitigation Measures 4.12(a) – (d). Because these improvements would not fully mitigate all project impacts, Mitigation Measure 4.12-2(e) is included to reduce peak hour vehicle trips to and from the site and associated impacts to the maximum degree feasible. Mitigation Measures 4.12-2(a) through (e) would improve overall traffic flow in the study area with the project to the greatest degree among the mitigation options considered. Nevertheless, they would not improve v/c ratios or LOS to a level where significant impacts to study intersections would not occur. Therefore, the operational traffic impacts caused by the proposed project would be significant and unavoidable.

Key Mitigation Measures for Long-Term Impacts:

- Prohibit eastbound 30th Street left turn movements onto SR 1 to lessen congestion from cars queuing on 30th Street.
- Lengthen the southbound left turn pocket on SR 1 onto Tennyson Street.
- Add an eastbound right-turn lane on Gould Avenue/Artesia Boulevard to improve flow of traffic along SR 1, by restriping and eliminating 4 parking spaces along south side of Gould, while retaining the sidewalk.
- Modify Duncan Avenue to prohibit eastbound left-turn movements onto SR 1.

- Implement an Adaptive Transportation Demand Management (TDM) plan designed to achieve a 7 percent overall project reduction in both AM and PM peak hour vehicle trips.

Key Mitigation Measures for Temporary Construction-Related Noise Impacts:

- Construction scheduling to prohibit grading in Hermosa Beach to overlap with Manhattan demolition/grading.
- Construction staging area to minimize off-site transportation of heavy construction equipment.
- Temporary solid noise attenuation barrier erected along western edge of Hermosa Beach site prior to demolition/construction lessen noise impacts to neighboring residences.
- Construction noise complaint telephone line.

Mitigation Monitoring and Reporting Plan (MMRP)

A recommended Mitigation Monitoring and Reporting Plan (MMRP) is included as Appendix G in the Final EIR. The MMRP has been prepared in accordance with the requirements of Public Resources Code Section 21081.6 and CEQA Guidelines Section 15097, which require adoption of a reporting or monitoring program to ensure mitigation measures imposed by the Lead Agency are implemented. The MMRP identifies specific reporting or monitoring requirements to be enforced prior to, during, or following project implementation. The MMRP must be adopted at the time of project approval. The City of Hermosa Beach is responsible for verifying implementation of the adopted mitigation measures for the Hermosa Beach component and the City of Manhattan Beach is responsible for verifying implementation of the adopted mitigation measures for the two Manhattan Beach components. The project applicant is responsible for implementation of all mitigation measures

Significant, unavoidable adverse impacts require a statement of overriding considerations to be issued per Section 15093 of the *State CEQA Guidelines* if the project is to be approved. Impacts identified as significant, but for which identified mitigation can reduce the impact to below a level of significance require findings to be made under Section 15091 of the *State CEQA Guidelines*. These findings will be provided with the Draft Resolution at a future meeting.

Statement of Overriding Considerations

In order to approve a project with significant and unavoidable impacts, the Planning Commission must balance the proposed project's benefits against its significant and unavoidable impacts and find that the proposed project's benefits outweigh the significant and unavoidable impacts. Essentially, this means that those impacts are acceptable in light of the proposed project's benefits. The project's benefits include:

1. *Provision of Local Jobs:* The proposed project would allow for commercial development that would provide 497 new and 655 total local jobs within the cities of Hermosa Beach and Manhattan Beach. This increase will improve the City's

economic base and bring pedestrian and business activity to the commercial corridor along Sepulveda Boulevard.

2. *High-Quality Development:* The proposed project would allow for the logical development of the project site vicinity with commercial uses compatible with those within and around Sepulveda Boulevard. The project updates, improves, and expands the existing Skechers offices in Manhattan Beach while adding additional high-quality architecture. The project creates a consistent pattern of development that matches the existing Skechers campus and redevelops other underutilized sites. The high-quality development also improves the southern gateway into Manhattan Beach on Sepulveda Boulevard, connect development on either side of the street, and provide improvements to sidewalks, landscaping, and bus stops.
3. *Economic Vitality:* The proposed project would introduce 497 new employees into the cities of Hermosa Beach and Manhattan Beach, which expands Skechers' presence in Manhattan Beach and the south bay. These employees will be encouraged to stimulate the local economies by: utilizing the Skechers lunchtime shuttle to frequent local businesses; patronizing local businesses as they commute through the cities; relocating their residences in close proximity to this employment center and thereby encourage their household members to further stimulate the local economy. The project is also expected to provide 500 construction jobs.
4. The proposed project is allowed in the Commercial General (CG) zone, and the proposed project would be consistent with the requirements of this zone. Other uses consistent with the CG designation would also increase traffic, and the proposed project offers consistency and efficiency by integrating with the existing Skechers offices.
5. *General Plan Implementation:* The proposed project would implement Goals and Policies of the Manhattan Beach General Plan. For example, it would implement Goal LU-1 in that the project's buildings would closely match the existing Skechers buildings to add continuity between the new and surrounding buildings. These buildings are consistent with policies LU-1.1 through its low-profile character and architectural features. Implementing Policy I-1.3, the project would add 13 bicycle spaces at 305 S. Sepulveda Boulevard and 14 spaces at 330 S. Sepulveda Boulevard.
6. The project allows the local headquarters of a large, international shoe company to remain in the beach cities. Skechers is a long-standing active and beneficial business presence in Manhattan Beach. This project will allow the company to expand in the same location and within the City rather than to other locations, which would require residents and employees to travel outside to other regions and would dilute the benefits of a local business headquarters to the local community. For example, the company supports local organizations, provides scholarships, and brings up to 1500 visitors to the beach cities for their twice-

yearly sale conference. Retaining and expanding the existing local headquarters allows Skechers to continue connecting and supporting the local community.

7. The project will increase pedestrian activity and further activate Sepulveda Boulevard, a commercial corridor for the City. The activation of Sepulveda Boulevard will increase demand for services and other commercial uses along this commercial boulevard. Further, the 305 S. Sepulveda Boulevard includes an addition of four feet to the existing three feet of sidewalk, which would further improve pedestrian activity by expanding pedestrian infrastructure.
8. In addition to employees and residents, bringing visitors from around the world to the beach cities enhances the image of Hermosa Beach and Manhattan Beach, which could make the cities more attractive to other companies for potential location.

Use Permit Findings

Approval of a Use Permit or Use Permit Amendment requires the following Use Permit findings per MBMC Section 10.84.060:

1. The proposed location of the use is in accord with the objectives of this title and the purposes of the district in which the site is located;
2. The proposed location of the use and the proposed conditions under which it would be operated or maintained will be consistent with the General Plan; will not be detrimental to the public health, safety or welfare of persons residing or working on the proposed project site or in or adjacent to the neighborhood of such use; and will not be detrimental to the public health, safety or welfare of persons residing or working on the proposed project site or in adjacent to the neighborhood of such use; and will not be detrimental to properties or improvements in the vicinity or to the general welfare of the city;
3. The proposed use will comply with the provisions of this title, including any specific condition required for the proposed use in the district in which it would be located; and
4. The proposed use will not adversely impact or be adversely impacted by nearby properties. Potential impacts are related but not necessarily limited to: traffic, parking noise, vibration, odors, resident security and personal safety, and aesthetics, or create demands exceeding the capacity of public services and facilities which cannot be mitigated.

With respect to Finding 1 above, the stated purpose of the CG zone is as follows:

CG General Commercial District. To provide opportunities for the full range of retail and service businesses deemed suitable for location in Manhattan Beach, including businesses not permitted in other commercial districts because they

attract heavy vehicular traffic or have certain adverse impacts; and to provide opportunities for offices and certain limited industrial uses that have impacts comparable to those of permitted retail and service uses to occupy space not in demand for retailing or services.

General Plan Consistency

The General Plan description of the General Commercial Land Use Category is as follows:

General Commercial. The General Commercial category provides opportunities for a broad range of retail and service commercial and professional office uses intended to meet the needs of local residents and businesses, and to provide goods and services for the regional market. Limited industrial uses are also permitted consistent with zoning regulations. The General Commercial category accommodates uses that typically generate heavy traffic. Therefore, this designation applies primarily along Sepulveda Boulevard and targeted areas along Manhattan Beach Boulevard, Artesia Boulevard, and Aviation Boulevard. The maximum FAF is 1.5:1.

Some General Plan goals and policies that the Planning Commission might determine to be relevant to its decision on this application include the following:

- Policy LU-1.2: Require the design of all new construction to utilize notches, balconies, rooflines, open space, setbacks, landscaping, or other architectural details to reduce the bulk of buildings and to add visual interest to the streetscape.

- Goal LU-3: Achieve a strong, positive community aesthetic.

- Policy LU-3.1: Continue to encourage quality design in all new construction.

- Policy LU-5.1: Require the separation or buffering of residential areas from businesses, which produce noise, odors, high traffic volumes, light or glare, and parking through the use of landscaping, setbacks, or other techniques.

- Goal LU-6: Maintain the viability of the commercial areas of Manhattan Beach.

- Policy LU-6.2: Encourage a diverse mix of businesses that support the local tax base, are beneficial to residents, and support the economic needs of the community.
- Policy LU-6.3: Recognize the need for a variety of commercial development types and designate areas appropriate for each. Encourage development proposals that meet the intent of these designations.
- Goal LU-8: Maintain Sepulveda Boulevard, Rosecrans Avenue, and the commercial areas of Manhattan Village as regional-serving commercial districts.
- Policy LU-8.2: Support the remodeling and upgrading needs of businesses as appropriate within these regional-serving commercial districts.

Sepulveda Design Guidelines:

The City Council adopted the Sepulveda Boulevard Development Guide in 1997, which specifies some desirable physical elements for this commercial corridor as well as design guidelines. The existing portion of the east project component was approved by the City to follow the suggestion of a right-turn pocket at its Sepulveda driveway, however final Caltrans approval of those street improvements resulted in a full lane widening for the length of the original site. The City Engineer now recommends that the proposed addition follow the same pattern resulting in a lane widening for the entire block. The Planning Commission should consider this item during its review of project conditions of approval. The right-turn-pocket guideline is not applicable to other aspects of the projects, since the east project relies entirely on existing driveways, and no Sepulveda driveways are proposed for the west project.

The projects support Sepulveda Boulevard Guidelines as follows:

- The proposed office development is visually oriented toward Sepulveda Boulevard with decorative pedestrian entries abutting public sidewalks.
- Parking circulation is contained within internal loop designs on-site, with no new driveways proposed for the east site, and only one driveway proposed for the west site.
- Standard and disabled access sidewalk dedications have, or would be completed, and pedestrian access into the site is provided.
- Active exterior components of the project, such as deck areas, are oriented away from the adjacent residential neighborhoods, and landscape buffers are provided.

- Loading, trash, and equipment areas are located away from Sepulveda perspectives along an alley for the west project, and the east project relies on existing, or internal locations for those functions.
- Project utilities shall be placed underground.

A formal merger of the existing parcels being assembled into the proposed sites, supporting the interest of larger, more efficient, commercial sites, will be required prior to building permit issuance. This is a routine Staff level procedure.

Neighbor Concerns

Various comments have been received from project neighbors during the EIR process that should be considered by the Planning Commission in the Use Permit review process. Discussion of those comments is as follows:

Parking – Neighbors west of Sepulveda Boulevard have longstanding concerns with employee parking on residential streets associated with the 225 S. Sepulveda Boulevard Skechers building (across Duncan Avenue from the west project). That building is somewhat nonconforming to code parking requirements, and does not satisfy the parking demand it generates on-site. The west project includes 70 parking spaces beyond the amount required, with the intention of eliminating the residential parking intrusion.

Duncan Avenue traffic- Neighbors are concerned for west-project cars traveling on adjacent residential portions of Duncan Avenue. The project proposes that left turns exiting the site be prohibited for this purpose. Conditions of approval requiring a special driveway design, and funding of a neighborhood traffic study to address post-construction intrusions are proposed.

Alley traffic- The loading area proposed for the west project is located adjacent to Boundary Place, an alley that also serves the larger residential portion of the block. Concerns have been expressed for commercial vehicles serving the office building traveling the residential portion of the alley. In order to prevent this, the project includes a turn-around space within the loading area, and proposes to prohibit related trucks from using the residential portion of the alley. Improved truck turning radius access where the alley intersects Sepulveda Bl. is also proposed.

A notice of the February 14th Planning Commission meeting was published in the Beach Reporter newspaper on February 1, 2018, and mailed to all property owners within a 500 foot radius from the subject properties. Additionally, notice of the hearing is posted on the City website on the webpage dedicated to the Skechers project and email notification was provided to interested parties. One written public comment (Attachment F), primarily expressing concerns for the Boundary Place truck traffic issue discussed above, had been received in response to that notice at the time of preparation of this report. The Planning Commission also heard comments with concerns for the items mentioned above at its January 24, 2018, meeting where the project EIR was reviewed.

CONCLUSION:

Based upon the evidence presented at the hearing, staff recommends that the Planning Commission direct staff to prepare resolutions certifying the EIR and approving the projects as submitted, or revised, with conditions determined to be appropriate.

ALTERNATIVES:

1. Direct staff to prepare a resolution denying the request.
2. Continue the public hearing for further public input and discussion.

Attachments:

- A. Vicinity Map
- B. Final EIR located at:
<http://www.hermosabch.org/modules/showdocument.aspx?documentid=10288>
- C. Errata Sheet for Final EIR dated 1-31-18
- D. Hermosa Beach Planning Commission Adopted Revisions 1-31-18
- E. Revised TDM Mitigation Measure 4.12-2(e) Adopted by Hermosa Beach 1-31-18
- F. Public Comment subsequent to Public Hearing Notice
- G. Existing Use Permit for 330 S. Sepulveda Blvd.
- H. Potential Conditions of Approval
- I. Plans for 305 S. Sepulveda Boulevard located at:
<http://www.hermosabch.org/modules/showdocument.aspx?documentid=8833>
- J. Plans for 330 S. Sepulveda Boulevard located at:
<http://www.hermosabch.org/modules/showdocument.aspx?documentid=8832>

cc: Skechers USA, Applicant
City of Hermosa Beach, EIR Lead Agency

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EXHIBIT A
PC MTG 02-14-18

Project Site and Vicinity



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Exhibit B for Skechers Item

Final EIR located at:

<http://www.hermosabch.org/modules/showdocument.aspx?documentid=10288>

**EXHIBIT B
PC MTG 02-14-18**

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Skechers Design Center and Executive Offices Final Environmental Impact Report

Errata Sheet

This section includes corrections and clarifications for the January 2018 Final EIR that were identified by staff following printing of the document. Corrections and additional text are shown in in strikethrough (for deleted text) and underline (for added text) format. The changes primarily involve corrections to minor typographical errors. None of the changes affect the conclusions of the FEIR.

Page 5, SUMMARY OF IMPACTS AND MITIGATION MEASURES

Transportation and Circulation – temporary construction-related impacts at the SR 1/30th Street, SR 1/Keats Street, and SR 1/Tennyson Street intersections; long-term operational impacts at ~~three-seven~~ intersections along SR 1 based on City of Hermosa Beach, City of Manhattan Beach, or Caltrans thresholds (SR 1 / Duncan Avenue-Duncan Drive, SR 1/30th Street, SR 1 / Keats Street, SR 1/Manhattan Beach Blvd., SR 1/Longfellow Ave.-Longfellow Dr., SR 1 / Tennyson St., and SR 1 / Gould Ave. – Artesia Blvd.)

Page 12, Table ES-2 Summary of Environmental Impacts and Mitigation Measures

MM 4.5-3(b) Corrosive Soils Design. All concrete in contact with high sulfate or corrosive soils shall be Type V concrete in accordance with the ~~2010~~ 2016 California Building Code.

Page 18, Table ES-2 Summary of Environmental Impacts and Mitigation Measures

This would incrementally increase traffic levels at study intersections and cause potentially significant impacts at a total of six intersections based on City of Hermosa Beach and City of Manhattan Beach thresholds as well as six intersections based on Caltrans significance thresholds (Seven intersections based on all three thresholds combined: City of Hermosa Beach, City of Manhattan Beach, and Caltrans).

Significant and unavoidable because impacts at the SR 1/Manhattan Beach Blvd. (Caltrans Criteria only), SR 1/Duncan Ave.-Duncan Dr. (Manhattan Beach and Caltrans Criteria), SR 1/ Longfellow Ave. – Longfellow Dr. (Hermosa Beach Criteria only), SR 1/30th St., SR 1/Keats St., SR 1/ Tennyson St. (Manhattan Beach and Caltrans Criteria), and SR 1/Gould Ave. – Artesia Blvd. intersections would continue to exceed thresholds even with mitigation.

Page 23, Table ES-2 Summary of Environmental Impacts and Mitigation Measures

- **Public Transit Stop Enhancements.** Working in cooperation with transit agencies and the cities of Manhattan Beach and Hermosa Beach, Skechers shall improve existing bus stops in the immediate vicinity of the three development sites. Enhancements will include, but are not limited, to five bus shelters, and four bike racks at the existing bus stops adjacent to the development sites (see Figure 4.12-9). The bus stop on the northwest corner of the SR 1/Longfellow intersection will be relocated to the southwest corner of that intersection, in coordination with transit operators. Skechers shall provide and construct ~~so there is sufficient~~

sidewalk width, a bus for the shelter and bike racks to the satisfaction of the City Hermosa Beach and Caltrans.

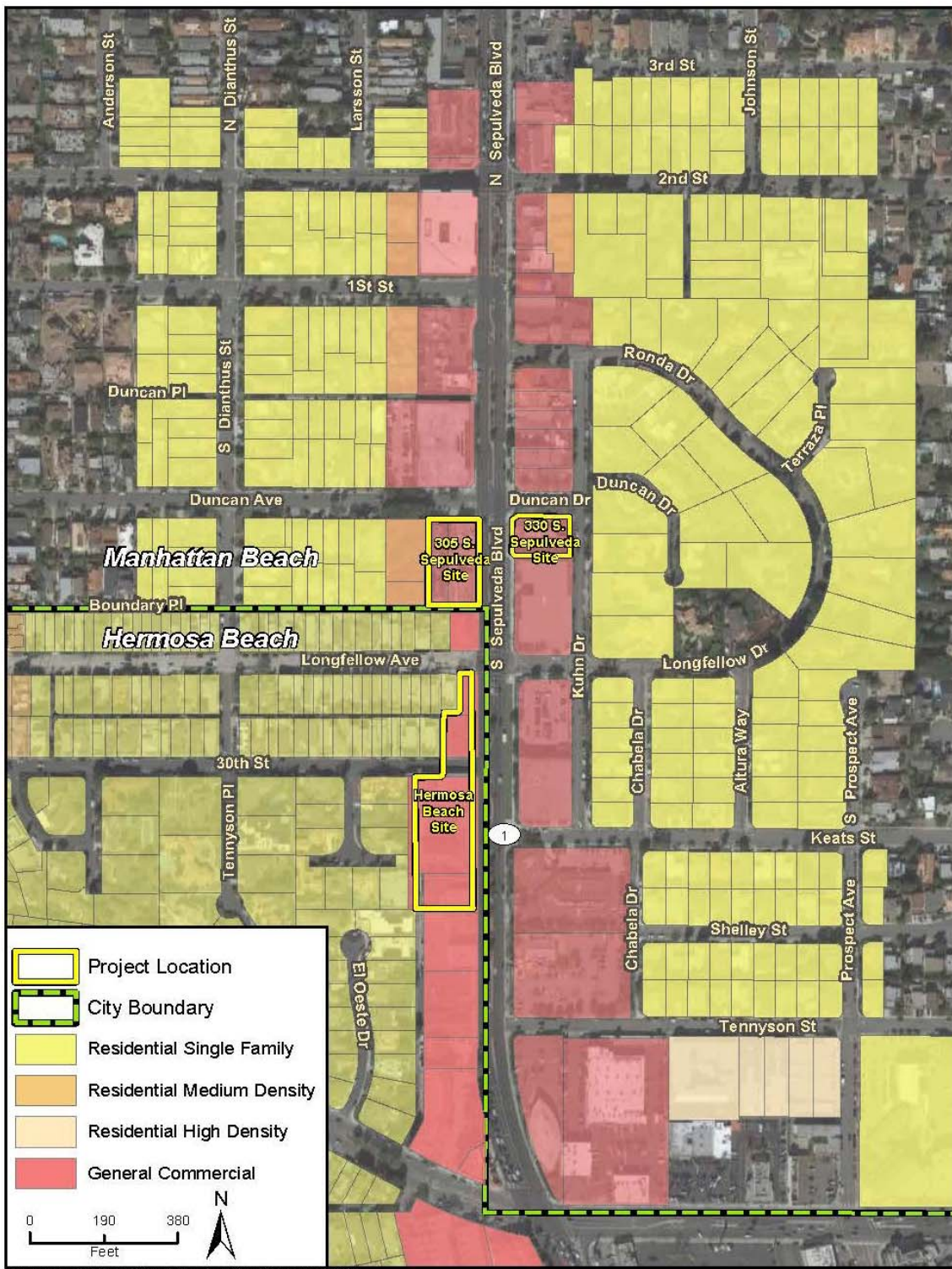
Page 24, Table ES-2 Summary of Environmental Impacts and Mitigation Measures

- **Los Angeles County Guaranteed Ride Home Program.** *Skechers shall enroll in the Los Angeles County Guaranteed Ride Home program which reimburses an employee's ride home from a car-sharing, taxi, or car rental company, for up to two qualifying emergency situations annually.*
- **Los Angeles Metro TAP Employer Program.** *Skechers shall join the Los Angeles Metro TAP Employer Program and become a TAP vendor, allowing employees to purchase and reload transit fares on-site.*

Page 54, Figure 2-6, Hermosa Beach and Manhattan Beach Zoning

The parcels at 737, 739, and 744 Longfellow Avenue are zoned R-1 single-family residential; however, Figure 2-6 shows them zoned for commercial use. The corrected figure is shown below.

Skechers Design Center and Executive Offices
 Section 2 Project Description



Imagery provided by ESRI and Google and their licensors © 2016.

Hermosa Beach and Manhattan Beach Zoning

Figure 2-6

City of Hermosa Beach

Page 70, 2.8.1 Hermosa Beach Component

Proposed construction hours are from 8:00 AM to ~~36:00~~ 6:00 PM, Monday through Friday, and 9:00 AM to 5:00 PM on Saturdays, which are the standard construction hours for the City of Hermosa Beach ~~are 8:00 AM to 6:00 PM, Monday through Friday, and 9:00 AM to 5:00 PM on Saturdays.~~

Page 75, 2.8.2 305 S. Sepulveda Boulevard and 330 S. Sepulveda Boulevard Components

Construction activities for the project would occur between a start time of 7:30 AM and an ending time of ~~36:00~~ 6:00 PM for the 305 S. Sepulveda site and 330 S. Sepulveda Site, Monday through Friday and between 9:00 AM and ~~46:00~~ 6:00 PM on Saturdays for both sites ~~for the 330 S. Sepulveda Site.~~

Page 97, 1st paragraph and footnote

Although many viewers would find the change in views adverse, this impact is not considered significant because: (1) the project site is in an urban corridor where views toward the peninsula are already substantially altered by existing buildings and landscape elements; (2) views of the majority and highest points of the peninsula would be retained; (2) the distance along which peninsula views are affected is limited to about 200 feet, which based on a speed of 35 mph (the speed limit on SR 1) would affect drivers' views for ~~less than a tenth of a four seconds~~¹ (~~0.07 seconds~~). In an event that traffic along SR 1 is so high that the average speed of vehicles is reduced to as low as 5 mph, the time which drivers' views are affected would ~~still be 28 less than a seconds~~² (~~0.45 seconds~~).

¹ 200 feet / 5280 feet per mile / 35 miles per hour * 60 seconds per ~~hour~~ minute * 60 minutes per hour = ~~0.065~~ 3.89 seconds

² 200 feet / 5280 feet per mile / 35 miles per hour * 60 seconds per ~~hour~~ minute * 60 minutes per hour = ~~0.455~~ 27.27 seconds

Page 176, Mitigation Measures

MM 4.5-3(b) Corrosive Soils Design. All concrete in contact with high sulfate or corrosive soils shall be Type V concrete in accordance with the ~~2010~~ 2016 California Building Code.

Page 188, Table 4.6-3 Project Consistency with Applicable SCAG SCS Greenhouse Gas Emission Reduction Strategies

See Section 2, Project Description and Mitigation Measure 4.12-2(~~ge~~) in Section 4.12, Transportation and Circulation, for more details.

Page 189, Table 4.6-3 Project Consistency with Applicable SCAG SCS Greenhouse Gas Emission Reduction Strategies

See Section 2, Project Description and Mitigation Measure 4.12-2(~~ge~~) in Section 4.12, Transportation and Circulation, for more details.

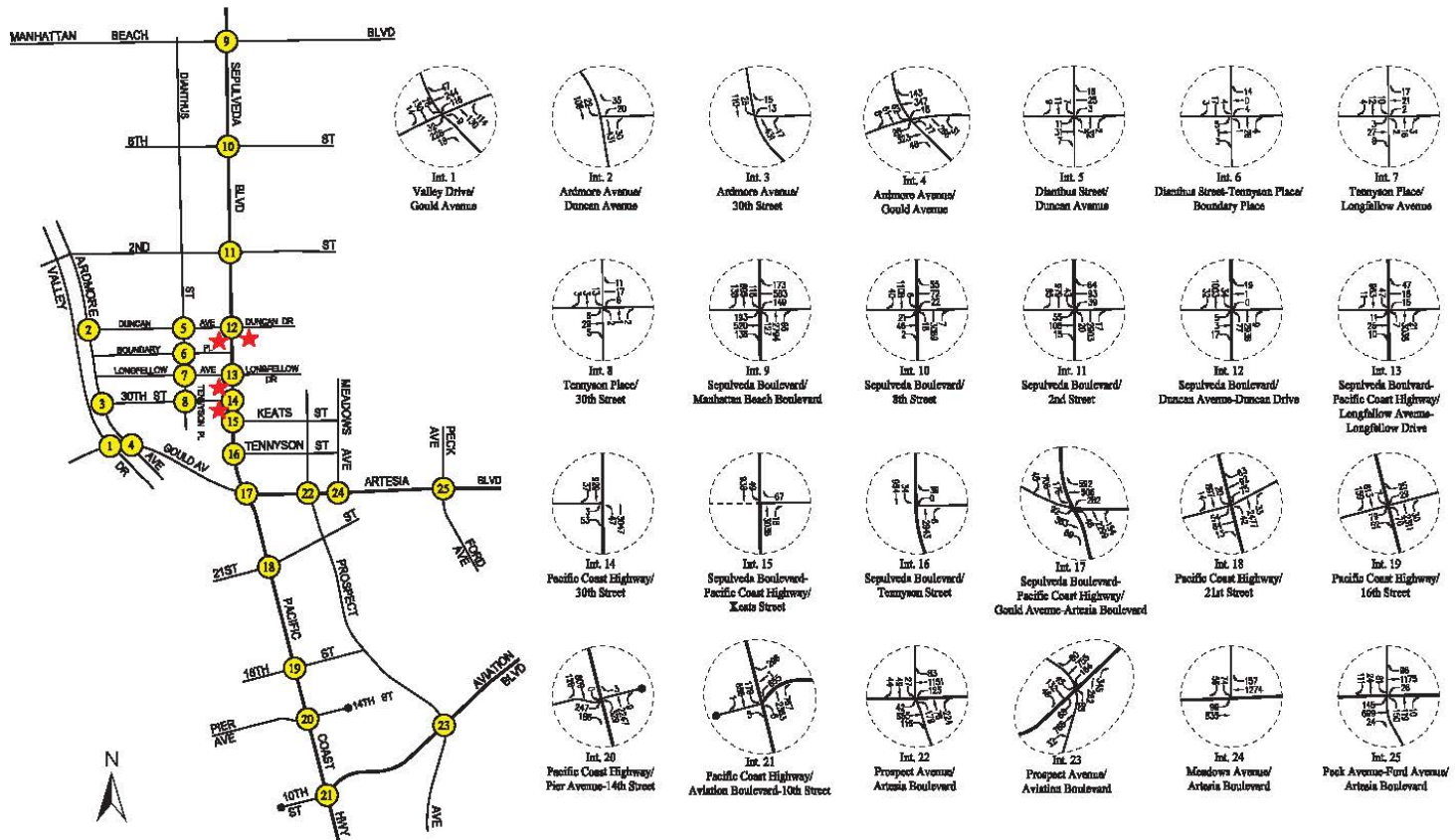
Page 265, Mitigation Measure s

Mitigation Measures. Construction noise would be significant and unavoidable in Hermosa Beach because construction noise would exceed the City 45 dBA Lmax standard for residential areas, continue for an extended period of approximately ~~30~~ 24 months, and effect nearby sensitive receptors by increasing ambient noise levels.

Page 295, Figure 4.12-1 and Page 296, Figure 4.12-2

Previous figures showed the related project AM and PM peak hour traffic volumes instead of the existing AM and PM peak hour traffic volumes. The corrected figures are shown below to show the existing AM and PM peak hour traffic volumes.

Skechers Design Center and Executive Offices
Section 4.12 Transportation and Circulation

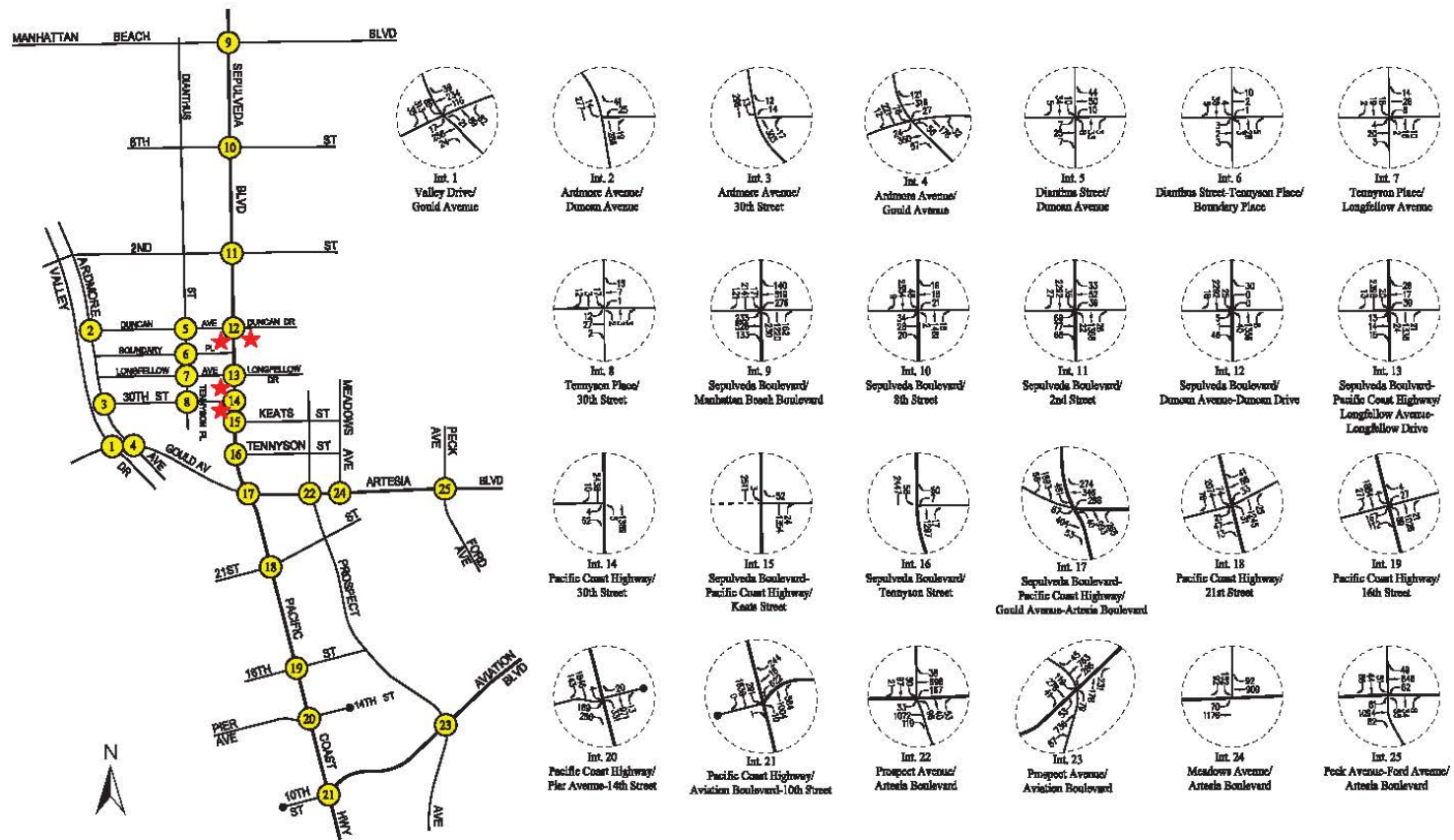


Source: Linscott, Law & Greenspan, Engineers

Existing Weekday AM Peak Hour Traffic Volumes

Figure 4.12-1
City of Hermosa Beach

Skechers Design Center and Executive Offices
 Section 4.12 Transportation and Circulation



Source: Linscott, Law & Greenspan, Engineers

Existing Weekday PM Peak Hour Traffic Volumes

Figure 4.12-2

City of Hermosa Beach

Page 312, last paragraph

Standard construction hours for the City of Hermosa Beach are 8:00 AM to 6:00 PM, Monday through Friday, and 9:00 AM to 5:00 PM on Saturdays. Proposed construction hours for this project are from 8:00 AM to ~~36:00~~ 6:00 PM, Monday through Friday, and 9:00 AM to 5:00 PM on Saturday. Staging of trucks on SR 1 would be limited to nonpeak traffic hours (9:00 AM to 3:00 PM) when the curbside lane is converted to parking; therefore, it would not reduce the number of through traffic lanes. See subsection 2.8.1 in Section 2, *Project Description*, for additional construction details for the Hermosa Beach site. Manhattan Beach construction activities would occur between a start time of 7:30 AM and an ending time of ~~36:00~~ 6:00 PM for the 305 S. Sepulveda site and 330 S. Sepulveda Site Monday through Friday and between 9:00 AM and 46:00 PM on Saturdays for both sites; for the 330 S. Sepulveda Site; Monday through Friday as allowed per current City Code ~~and as restricted by lane closure hours on SR 1.~~

Page 320, IMPACT 4.12-2

The combined proposed project would generate an estimated 1,312 new weekday average daily trips, including 279 AM peak hour trips and 254 PM peak hour trips. This would incrementally increase traffic levels at study intersections and cause significant impacts at a total of six intersections based on City of Hermosa Beach and/or City of Manhattan Beach thresholds as well as six intersections based on Caltrans thresholds. (Seven intersections based on all three thresholds combined: of City of Hermosa Beach, City of Manhattan Beach, and Caltrans).

Page 337, last paragraph

Consequently, this combination of intersection improvements, described in measures 4.12-2(a) ~~and through (d)~~, is recommended.

Page 340, first paragraph

Each individual project component will not be required to meet the 7% overall reduction goal, but AM and PM peak hour vehicle trips for each individual project component shall not increase from the number of trips forecasted in for that particular component in Table 4.12-8 (See Appendix G MMRP - Attachment A).

Page 376, last paragraph

In addition, onsite parking would be exclusively for Skechers employees so would not accommodate further physical growth or development beyond the currently proposed project. Consequently, the proposed surplus of parking is not expected to facilitate substantial growth beyond the currently proposed project.

Page 378, last paragraph

In addition to the LEED certification, the project would include energy conservation measures such as bicycle parking, electric vehicle (EV) charging stations, designated car pool and van pool parking, designated parking spaces for EV and low carbon vehicles (more than required by City Code), a lunchtime shuttle from the project site to downtown Hermosa Beach and Manhattan Beach and a Transportation Demand Management (TDM) plan (as described in Mitigation Measure 4.12-2 [ge]).

Page 379, 5.3 UNAVOIDABLY SIGNIFICANT IMPACTS

Transportation and Circulation – temporary construction-related impacts at the SR 1/30th Street, SR 1/Keats Street, and SR 1/Tennyson Street intersections; long-term operational impacts at ~~three-seven~~ intersections along SR 1 based on City of Hermosa Beach, City of Manhattan Beach, or Caltran thresholds (SR 1 / Duncan Avenue-Duncan Drive, SR 1/30th Street, SR 1 / Keats Street, SR

1/Manhattan Beach Blvd., SR 1/Longfellow Ave.-Longfellow Dr., SR 1 / Tennyson St., and SR 1 / Gould Ave. – Artesia Blvd.)

Mitigation has been identified for the above impacts. See Mitigation Measures 4.12 (a-) – (d). Because these improvements would not fully mitigate all project impacts, Mitigation Measure 4.12-2(e) is included to reduce peak hour vehicle trips to and from the site and associated impacts to the maximum degree feasible. Mitigation measures MM 4.12-2(a) through (e) would improve overall traffic flow in the study area with the project to the greatest degree among the mitigation options considered. Nevertheless, they would not improve v/c ratios or LOS to a level where significant impacts to study intersections would not occur. Therefore, the operational traffic impacts caused by the proposed project would be significant and unavoidable. However, the feasibility of transportation measures is not known because improvements along SR 1 would require Caltrans approval and the traffic signals required to fully mitigate impacts at the SR 1/Duncan Avenue-Duncan Drive, SR 1/30th Street, and SR 1/Keats Street intersections in particular may not all be feasible. In addition, if the SR 1/Keats Street traffic signal is not implemented, the project's impact at the SR 1/Tennyson Street intersection would remain significant. Construction noise measures would reduce impacts to receptors near the Hermosa Beach site to the degree feasible, but not to below a level of significance based on current City standards.

Page 381, 6 ALTERNATIVES, first paragraph

Based on the assessment of impacts in Section 4, *Environmental Impact Analysis*, the project would have significant and unavoidable effects related to Transportation and Circulation (temporary but prolonged construction-related impacts at three intersections and long-term operational impacts at up to ~~three~~ seven intersections) and Noise (temporary but prolonged noise during the construction phase impacting residential and day care uses).

The Reduced Project Size alternative studied herein would reduce project-generated traffic, but not to the degree that it would eliminate the significant impacts at ~~the three~~ seven intersections at which new traffic signals are proposed as mitigation.

Page 384, 6 ALTERNATIVES, Table 6-1

**Table 6-1
Comparison of Project Alternatives' Buildout Characteristics**

	Proposed Project	Reduced Project Size (Alternative 3A)	Reduced Project Size (Alternative 3B)
Design Center	100,296 sf	86,255 sf	92,000 sf
Retail	--	--	--
Coffee Shop	998 sf	858 sf	0 sf
Office	76,711 sf	65,971 sf	67,004 76,711
Overall SF	178,005 sf	153,035 84 sf	168,711 sf
Parking	736 794 spaces	736 794 spaces	736 794 spaces
Parking Levels	3-4	3-4	3-4
Building Stories	2-3	2-3	2-3
Building Height	30-35 feet	30-35 feet	30-35 feet

SF = square feet

Page 391, 6.4.1 Description

Although the AM peak hour traffic impact at SR 1/Longfellow can be feasibly mitigated through measures identified in Section 4.12, ~~†~~This alternative focuses on that intersection as means of exploring the feasibility of achieving a meaningful reduction in traffic impacts through a reduced project alternative.

Page 394, 3rd paragraph

~~Other than the measure at the SR 1/Longfellow Avenue-Longfellow Drive intersection, mitigation required for the proposed project would still apply and, if implemented, would reduce all impacts to a less than significant level. However, it cannot be assured that the traffic signals proposed at the SR 1/Duncan Avenue-Duncan Drive, SR 1/30th Street, and SR 1/Keats Street intersections would be implemented because all require Caltrans approval; therefore, as with the proposed project, operational traffic impacts at these three intersections are considered significant and unavoidable.~~

Page 398, 3rd paragraph

Neither Option A nor Option B of the Reduced Project Size alternative would eliminate the project's significant and unavoidable construction noise impact at the Hermosa Beach site. Either option would be expected to eliminate the significant traffic impact at the SR 1/Longfellow Drive intersection, but significant and unavoidable traffic impacts would remain at the several other six intersections along SR 1 (SR 1/Duncan Avenue- Duncan Drive, SR 1/30th Street, SR 1/Keats Street, SR 1/ Manhattan Beach Blvd., SR 1 / Tennyson St., and SR 1 / Gould Ave. – Artesia Blvd).

Page 409, 8.1 INTRODUCTION, after last paragraph

Recirculation of the EIR is not required. CEQA requires an EIR to be recirculated when significant new information is added to the EIR after public notice has been given, but before certification. This includes where a new significant environmental impact would result, there is a substantial increase in the severity of an environmental impact, the project proponent decline to adopt a feasible alternative or mitigation measure different from those analyzed. Recirculation is not required where the new information clarifies, amplifies, or makes insignificant modifications. The changes that were made to the Final EIR, including errata noted, do not rise to the level of significant new information requiring recirculation.

- A. The majority of the changes clarify, amplify, or make insignificant changes to the information contained in the EIR.
- B. Appendix F of the Draft EIR (Traffic Impact Study) clearly identified that a total of 7 of the 25 study intersections were forecast to be significantly impacted under the “Combined Projects” analysis scenario. A summary of each measure considered for project mitigation specified that because of the multi-jurisdictional nature of the proposed mitigation, the impacts were concluded to remain significant and unavoidable. (pp. 144-148.) The Draft EIR identified these same 7 intersections as being significantly impacted. (Table 4.12-18, DEIR, p. 334). Further, footnote 1 of Table 4.12-20 states that without the signals, the levels would remain significant. (DEIR, pp. 344-345.) This was also acknowledged in Table ES-2 of the Draft EIR (Summary of Environmental Impacts and Mitigation Measures, pp. 18 – 19.) The significantly impacted intersections identified in the Final EIR are the same seven intersections identified as being impacted in the Draft EIR. No new significant impacts have been disclosed.
- C. Based on the microsimulation, traffic mitigation measures have been changed. Additional or revised mitigation measures that an applicant has agreed to do not require recirculation of an EIR. In any event, most of these measures were included in the Draft EIR:
 - MM 4.12-2(a)/prohibit eastbound left-turn movement onto SR-1 from 30th Street –included as part of MM 4.12-2(d) of Draft EIR (p. 339)
 - MM 4.12-2(b)/lengthen the southbound left turn pocket onto Tennyson Street – included in Traffic Impact Analysis (Appendix F) of Draft EIR (pp. 148, 152)
 - MM 4.12-2(c)/add an eastbound right turn lane on Gould Avenue at Artesia – included as part of MM 4.12-2(f) of Draft EIR (p. 340)
 - MM 4.12-2(d)/prohibit eastbound left-turn movement onto SR-1 from Duncan Avenue – included as part of MM 4.12-2(b) of Draft EIR (p. 339)
- D. The Final EIR contains a revised mitigation measure relating to the TDM program. The applicant had originally asked for one of the buildings to be eliminated from the program and for language to be revised. The traffic experts for the applicant and both cities worked through some of the concerns. The revised language still imposes a 7% reduction but adds clarifying language to make the measure workable. Additionally, it should be recognized that this measure actually places on a vehicle cap on the existing portion of the 330 Sepulveda building that was not included in the original approval for that building. This change does not require recirculation.
- E. Information was added to the Final EIR in response to comments on public views. The view simulations that were provided simply add clarification and information to the determination that the view impacts are not significant as they add only incremental changes to a view that is

already impacted by urban development and that these impacts range between 4 seconds and 27 seconds at most depending on the rate of travel. This is not new information that requires recirculation but clarification.

Page 426, Response 4.12

Standard construction hours for the City of Hermosa Beach are 8:00 AM to 6:00 PM, Monday through Friday, and 9:00 AM to 5:00 PM on Saturdays. Proposed construction hours for this project are from 8:00 AM to ~~3~~6:00 PM, Monday through Friday, and 9:00 AM to 5:00 PM on Saturday. Staging of trucks on SR 1 would be limited to nonpeak traffic hours (9:00 AM to 3:00 PM) when the curbside lane is converted to parking; therefore, it would not reduce the number of through traffic lanes. See subsection 2.8.1 in Section 2, *Project Description*, for additional construction details for the Hermosa Beach site. Manhattan Beach construction activities would occur between a start time of 7:30 AM and an ending time of ~~3~~6:00 PM for the 305 S. Sepulveda site and 330 S. Sepulveda Site Monday through Friday and between 9:00 AM and 46:00 PM on Saturdays for both sites; for the 330 S. Sepulveda Site; Monday through Friday as allowed per current City Code and as restricted by lane closure hours on SR-1.

Page 426, Response 4.13

“However, the Design Center would include contain 427 commercial parking spaces, including 43 carpool/vanpool spaces, and 13 electric vehicle spaces. The Executive Offices require 87 parking spaces and would contain 87 commercial parking spaces, including 8 carpool/vanpool spaces, and 2 electric vehicle spaces. ~~The Executive Offices require 87 parking spaces and would contain 87 commercial parking spaces, including 8 carpool/vanpool spaces, and 2 electric vehicle spaces.”~~

Page 443, Response 5.13

In addition the following changes below, Skechers will be utilizing valet parking as well in its existing buildings to accommodate additional vehicles during construction. The following revision has been made on page 315:

Standard construction hours for the City of Hermosa Beach are 8:00 AM to 6:00 PM, Monday through Friday, and 9:00 AM to 5:00 PM on Saturdays. Proposed construction hours for this project are from 8:00 AM to ~~3~~6:00 PM, Monday through Friday, and 9:00 AM to 5:00 PM on Saturday. Staging of trucks on SR 1 would be limited to nonpeak traffic hours (9:00 AM to 3:00 PM) when the curbside lane is converted to parking; therefore, it would not reduce the number of through traffic lanes. See subsection 2.8.1 in Section 2, *Project Description*, for additional construction details for the Hermosa Beach site. Manhattan Beach construction activities would occur between a start time of 7:30 AM and an ending time of ~~3~~6:00 PM for the 305 S. Sepulveda site and between 9:00 AM and ~~4~~6:00 PM for the 330 S. Sepulveda Site; Monday through Friday as allowed per current City Code and as restricted by lane closure hours on SR-1.

Page 475, Response 7.7

As discussed in Section 2, *Project Description*, parking by construction workers on adjacent streets would be prohibited and construction workers would be directed to available parking on the development sites. Skechers will be utilizing valet parking as well in its existing buildings to accommodate additional vehicles during construction. As discussed in Section 4.12 *Transportation and Circulation*, service and delivery access is planned to be accommodated via the SR 1 driveway and use the proposed southbound widened shoulder along SR 1. Service and loading activities would occur within the parking structure at a designated area.

Page 514, Response 15.8

Skechers will be utilizing valet parking as well in its existing buildings to accommodate additional vehicles during construction. Existing Skechers employees would continue to utilize the underground parking provided at the existing 330 and 225 S. Sepulveda buildings during construction. The Redondo Beach Performing Arts Center would be a queuing station for trucks to reduce the queuing of trucks at the construction site. Staging of trucks at the project site would only occur on SR 1 and would be limited to non-peak traffic hours (9:00 AM to 3:00 PM) when the curbside lane is converted to parking; therefore, it would not reduce the number of through traffic lanes. Consequently, construction trucks would not use residential parking.

Page 528, 2nd paragraph

Also, the total distance along SR 1 from which peninsula and ocean views are partially available to southbound motorists on SR 1 is about ~~350~~ 200 feet (from about ~~20150~~ feet north of Longfellow in Manhattan Beach to about ~~150~~ feet south of Longfellow). Based on this distance and a speed of 35 mph (the speed limit on SR 1), this view is available to motorists for approximately ~~6.4~~ seconds.⁴ In an event that traffic along SR 1 is so high that the average speed of vehicles is reduced to as low as 5 mph, the view is approximately available for ~~47.28~~ seconds.⁵

⁴ ~~350~~ 200 feet / 5,280 feet per mile / 35 miles per hour * 60 minutes per hour * 60 seconds per minute ~ ~~47~~ 3.89 seconds

⁵ ~~350~~ 200 feet / 5,280 feet per mile / 5 miles per hour * 60 minutes per hour * 60 seconds per minute ~ ~~47.28~~ 27.27 seconds

MMRP Attachment A

Table 4.12-18
Trip Generation Rates¹
Table A

*****If any additional pages are found after page 528 in the printed FEIR, they are due to a printing error and not part of the FEIR.**

Hermosa Beach Planning Commission 1-31-18 Action on Skechers FEIR and Entitlement Requests

Motion by Commissioner Hoffman, second by Commissioner Flaherty, to adopt a Resolution Certifying the FEIR and adopting the Mitigation Monitoring and Reporting Plan for the Skechers Project at 2851, 2901 3001 and 3126 Pacific Coast Highway in Hermosa Beach, California, and 305, 309, 317, 330 South Sepulveda and 1050 Duncan Avenue in Manhattan Beach, California, and approving a Precise Development Plan and Parking Plan for a multi-story office building with subterranean parking to be located at 3851 and 2901 Pacific Coast Highway, with a pedestrian tunnel beneath 30th Street to connect the building to a multi-story office building with subterranean parking to be located at 3001 and 3125 Pacific Coast Highway, and making a finding of General Plan consistency regarding the proposed vacation of a portion of an alley located west of 3851 Pacific Coast Highway, with the following amendments:

1. Update Appendix G of the Final EIR to revise the Mitigation Monitoring and Reporting Plan, Section MM 4.12-2(e) Adaptive Transportation Demand Management, as follows:
 - a. 2nd Paragraph 1st sentence, add to the end of the sentence the words “in subsequent years.”
 - b. Add to the end of the MM the following additional TDM component: “**Employee Route Plan.** Skechers shall prepare an employee route plan designed to avoid vehicular intrusion into the surrounding neighborhoods.”
 - c. Revise Table A Trip Reduction Goals to eliminate the line and data for trips generated by the “Executive Offices Coffee Shop” and to eliminate the line for “Executive Offices subtotal” and update the corresponding math for the Subtotal for Hermosa Beach, Combined Total, and Combined Total (with 7% Reduction Goal). (see attachment for revised Table A)
2. Update the Final EIR pursuant to the corrections identified in the Errata Sheet dated 1-31-18 and attached to the Planning Commission agenda as a supplemental item.
3. Revise Exhibit A to Resolution, (CEQA Findings and Statement of Overriding Considerations) as follows:
 - a. Section 1.4.4.c, Paragraph 2, Last Line, replace the word “seven” with six.”
 - b. Update MM 4.12-2(e) Adaptive Transportation Demand Management as indicated above in No. 1.
4. Condition 23: Revise 1st sentence to state, “Deliveries – Deliveries and loading on residential streets shall be limited to 2-axle delivery vans between the hours of 8:00 a.m. and 6:00 p.m. Monday through Saturday.” And revise the last sentence to state, “Delivery vehicles shall be prohibited on residential streets and alleys with the exception of that portion of 30th Street fronting the Executive Building at 3001 Pacific Coast Highway and Boundary Place, where deliveries would be limited to trucks/vans having a maximum length of 30 feet.”
5. Condition 77: Revise 3rd sentence to state, “Penalties and corrective measures for employee non-compliance with the Plan shall be identified in the Plan.” Revise 5th sentence to state, “Thereafter, the applicant shall monitor the effectiveness of the Plan annually and will submit an annual monitoring and management report to both cities every January consistent with the corresponding Mitigation Measure 4.12-2(e).”
6. Condition 86: delete in its entirety

Motion passed 3-2 AYES: Flaherty, Hoffman, Saemann

NOES: Pedersen, Rice.

Motion by Commissioner Flaherty, seconded by Chairman Saemann, to adopt a resolution approving a Precise Development Plan for a multi-story office building with subterranean parking to be located at 3001 and 3125 Pacific Coast Highway, Hermosa Beach, California, with a pedestrian tunnel beneath 30th Street to connect the building to a multi-story office building with subterranean parking to be located at 2851 and 2901 Pacific Coast Highway, with the following amendments:

7. Condition 1: Add a section b to state, “Plans shall be revised to reflect elimination of the coffee shop use.”
8. Condition 21: delete in its entirety.

EXHIBIT D
PC MTG 02-14-18

9. Condition 23: Revise 1st sentence to state, "Deliveries – Deliveries and loading on residential streets shall be limited to 2-axle delivery vans between the hours of 8:00 a.m. and 6:00 p.m. Monday through Saturday." And revise the last sentence to state, "Delivery vehicles shall be prohibited on residential streets and alleys with the exception of that portion of 30th Street fronting the Executive Building at 3001 Pacific Coast Highway and Boundary Place, where deliveries would be limited to trucks/vans having a maximum length of 30 feet."
10. Condition 77: Revise 3rd sentence to state, "Penalties and corrective measures for employee non-compliance with the Plan shall be identified in the Plan." Revise 5th sentence to state, "Thereafter, the applicant shall monitor the effectiveness of the Plan annually and will submit an annual monitoring and management report to both cities every January consistent with the corresponding Mitigation Measure 4.12-2(e)."
11. Condition 85, section b, add to end of sentence "or the applicant shall provide a bond or other financial security equal to 1.25 times the estimate construction and inspection costs, to the satisfaction of the Finance Director, Public Works Director, and Community Development Director."
12. Condition 86: delete in its entirety.
13. Condition 87: delete in its entirety.

Motion passed 3-2 AYES: Flaherty, Hoffman, Saemann

NOES: Pedersen, Rice.

Skechers Design Center and Offices Project

Revised Mitigation Measure 4.12-2(e) Adaptive Transportation Demand Management

Below is a revised Mitigation Measure 4.12-2(e) from the Skechers Design Center and Executive Offices Final EIR. The measure has been revised from what is presented in the January 2018 Final EIR to address concerns raised by the project applicant regarding economic feasibility and monitoring requirements. The primary changes from the measure in the January 2018 Final EIR require all elements of the Transportation Demand Management (TDM) plan to be reasonable and mutually agreeable by the applicant and both cities, and to limit annual monitoring of TDM effectiveness to a period of 10 years after occupancy of all buildings as long as the overall 7% trip reduction goal has been reached during years 9 and 10.

MM 4.12-2(e) Adaptive Transportation Demand Management. The applicant shall develop an initial adaptive Transportation Demand Management (TDM) plan subject to review and approval by both cities. The TDM plan must be designed with the goal of achieving a seven percent (7%) overall vehicle trip reduction during the weekday AM and PM peak hours for the proposed components (i.e., vehicle trips to be measured to and from the project sites compared to what is shown in Table A). The 7% TDM reduction goal applies to the sum of the inbound and outbound vehicle trip generation for all three project components in each of the weekday peak hours within the morning (7:00 – 9:00 AM) and afternoon (4:00 – 6:00 PM) peak periods. Each individual project component need not meet the 7% overall reduction goal, but individually, none of the three project components shall generate traffic exceeding the estimated base trip generation as calculated for that particular project component without the 7% TDM reduction (as shown in Table A below).

The TDM plan will initially include, but not be limited to, the elements described below. The applicant will monitor the effectiveness of the plan annually and will submit an annual monitoring and management report to both Cities every January for a period of 10 years after occupancy of all buildings. If the overall 7% trip reduction goal has been reached during years 9 and 10, reports shall no longer be required on an annual basis, but may be required by either or both cities if traffic concerns have become an issue in subsequent years. The annual report shall document the TDM actions implemented during the year and assess their performance and effectiveness against the overall reduction goal, identifying trends that become apparent with multiple years of monitoring data. If trip reduction goals are not met, the report shall recommend modifications to TDM practices and/or new practices to be integrated into the plan to reach the overall trip reduction goals, subject to review and approval by the staffs of the cities of Hermosa Beach and Manhattan Beach and implemented as soon as practical. This measure and the adaptive TDM plan shall remain in place for the life of the project.

All elements of the TDM Plan (as originally adopted and potential revisions) must be reasonable and mutually agreeable by the Applicant and both cities. The initial TDM plan shall include, but not be limited to, the following:

- ***On-Site Employee Transportation Coordinator.*** An employee transportation coordinator shall be designated for the proposed project to manage the TDM program

and participate in City of Hermosa Beach and City of Manhattan Beach sponsored workshops and information roundtables. Skechers will provide:

- Transportation fairs on an annual basis
- Information for employees and visitors about local public transit services (including bus lines, existing and future light rail lines and connections, bus fare programs, rideshare programs and shuttles) and bicycle facilities (including routes, rental and sales locations, on-site bicycle racks and showers)
- Walking and biking maps for employees and visitors, including information about convenient local services and restaurants within walking distance of the project
- Information regarding local rental housing agencies

Such transportation information may be provided through a computer terminal with access to the Internet, as well as through the office of the coordinator located at one of the three development sites or another local Skechers building.

Transportation information shall also be maintained at the administrative offices of the buildings and/or on the Skechers' web site as a portal.

- **TDM Web Site Information.** *Transportation information shall be provided in a highly visible and accessible location on Skechers' web site, including links to local transit providers, area walking, bicycling maps, etc., to inform employees and visitors of available alternative transportation modes to access the project and other existing Skechers' buildings and travel in the area. The web site should also highlight the environmental benefits of utilization of alternative transportation modes.*
- **TDM Promotional Material.** *Skechers shall provide and exhibit in public places information materials on options for alternative transportation modes and opportunities. In addition, transit fare media and day/month passes should be made available to employees and visitors during typical business hours.*
- **Transit Welcome Package.** *All new employees shall be provided with a Transit Welcome Package (TWP). The TWP at a minimum will include information regarding Skechers arrangement for free or discounted use of the transit system, area bus/rail transit route and connections/transfers information, bicycle facilities (including routes, rental and sales locations, on-site bicycle racks, walking and biking maps), and convenient local services and restaurants within walking distance of the project.*
- **Carpool Program for Employees.** *Skechers shall provide preferential parking within the parking garages for employees who commute to work in registered carpools. An employee who drives to work with at least one other employee to the site may register as a carpool entitled to preferential parking within the meaning of this provision.*
- **Public Transit Stop Enhancements.** *Working in cooperation with transit agencies and the cities of Manhattan Beach and Hermosa Beach, Skechers shall improve existing bus stops in the immediate vicinity of the three development sites. Enhancements will include, but are not limited, to five bus shelters, and four bike racks at the existing bus stops adjacent to the development sites (see Figure 4.12-9).*

The bus stop on the northwest corner of the SR 1/Longfellow intersection will be relocated to the southwest corner of that inters

- ***Convenient Parking for Bicycle Riders.*** Skechers shall monitor utilization of bicycle parking at existing and proposed buildings. If demand for bicycle parking exceeds the supply, Skechers will add bicycle parking as necessary to meet identified demand.
- ***Employee Alternative Transportation Incentive.*** Skechers shall provide financial or other incentives to employees who walk, bike, or take public transit to work. These incentives will be reviewed and approved by Hermosa Beach and Manhattan Beach staff.
- ***Local Hiring Program.*** When hiring Skechers shall conduct outreach to residents who live within two miles of the any of the three development sites (or other buildings where the position of employment is offered).
- ***Expanded Bicycle Routes.*** Skechers shall coordinate with the cities of Hermosa Beach and Manhattan Beach in an effort to enhance and expand the current network of bicycle routes serving all three development sites and existing buildings. Improvements will include, but are not limited to, the addition of signage for two Class III bikeways to connect to Valley/Ardmore, as illustrated on Figure 4.12-9. Improvements shall be funded by Skechers.
- ***Los Angeles County Guaranteed Ride Home Program.*** Skechers shall enroll in the Los Angeles County Guaranteed Ride Home program which reimburses an employee's ride home from a car-sharing, taxi, or car rental company, for up to two qualifying emergency situations annually.
- ***Los Angeles Metro TAP Employer Program.*** Skechers shall join the Los Angeles Metro TAP Employer Program and become a TAP vendor, allowing employees to purchase and reload transit fares on-site.
- ***Employee Route Plan.*** Skechers shall prepare an employee route plan designed to avoid vehicular intrusion into surrounding neighborhoods.

Table A
TRIP REDUCTION GOALS [1] [2]

LAND USE	SIZE	AM PEAK HOUR VOLUMES [3]			PM PEAK HOUR VOLUMES [3]		
		IN	OUT	TOTAL	IN	OUT	TOTAL
<i>Hermosa Beach Sites</i>							
Design Center [4]	100,296 GSF	141	11	152	14	127	141
Executive Offices [4]	20,207 GSF	29	2	31	3	25	28
Subtotal Hermosa Beach		170	13	183	17	152	169
<i>Manhattan Beach Sites</i>							
<u>305 S. Sepulveda Boulevard</u> General Office [5]	37,174 GSF	60	7	67	10	55	65
<u>330 S. Sepulveda Boulevard Expansion</u> General Office [5] [6]	20,328 GSF	33	4	37	5	30	35
COMBINED TOTAL		263	24	287	32	237	269
COMBINED TOTAL (WITH 7% REDUCTION GOAL)		245	22	267	30	220	250

[1] Source: ITE "Trip Generation Manual", 9th Edition, 2012; and "(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002, San Diego Association of Governments (SANDAG).

[2] Vehicle trip monitoring for the proposed buildings as part of the annual TDM reporting would be conducted between the hours of 7:00 AM - 9:00 AM and 4:00 PM - 6:00 PM.

[3] Trips are one-way traffic movements, entering or leaving.

[4] ITE Land Use Code 714 (Corporate Headquarters Building) trip generation average rates.

- AM Peak Hour Trip Rate: 1.52 trips/1,000 SF of floor area; 93% inbound/7% outbound
- PM Peak Hour Trip Rate: 1.41 trips/1,000 SF of floor area; 10% inbound/90% outbound

[5] ITE Land Use Code 715 (Single Tenant Office Building) trip generation average rates.

- AM Peak Hour Trip Rate: 1.80 trips/1,000 SF of floor area; 89% inbound/11% outbound
- PM Peak Hour Trip Rate: 1.74 trips/1,000 SF of floor area; 15% inbound/85% outbound

[6] Since the 330 Expansion office building will be sharing the same access points as the existing 330 S. Sepulveda office building, the baseline trip generation for the existing 54,875 SF is based on ITE Land Use Code 710 (General Office Building) trip generation average rates (i.e., 86 AM peak hour trips and 82 PM peak hour trips). Thus, for purposes of trip monitoring, the future trip generation at the 330 S. Sepulveda building (i.e., existing plus expansion building) cannot exceed 123 AM peak hour and 117 PM peak hour vehicle trips.

ITE Land Use Code 710 (General Office Building) trip generation average rates.

- AM Peak Hour Trip Rate: 1.56 trips/1,000 SF of floor area; 88% inbound/12% outbound
- PM Peak Hour Trip Rate: 1.49 trips/1,000 SF of floor area; 17% inbound/83% outbound

**COMMENTS RE: FINAL EIR FOR SKECHERS DESIGN CENTER
AND EXECUTIVE OFFICES SCH #2015041081**

I wish to present the following comments in regard to the Final EIR SCH #2015041081 for the proposed Skechers Design Center and Executive Offices, and in particular the Skechers building proposed for 305 South Sepulveda Blvd., Manhattan Beach, CA 90266, (the “305 Building”):

As proposed by Skechers, the 305 Building will have a loading area and dock, trash and recycling receptacles, and a pad located on the south side of the building along Boundary Place.

The Final EIR (see 305 S. Sepulveda Component, page 350) states in regard to the improvements intended on the south side of the 305 Building that: *“Service and delivery operations for this site are planned to occur via a loading dock area on Boundary Place along the south side of the project site. The layout of the service/loading area has been configured so that access will be directed to/from SR1 [Sepulveda Blvd.] and will accommodate maneuvers for single-unit 30-foot (SU-30), panel truck service/delivery vehicles and vans.”* It is further stated that: *“Given the configuration of the loading area, access will be directed to/from SR 1 and travel through the residential areas to the west will be prohibited.”*

This all sounds great, if this were to work as stated. However, in the “real world,” it will soon become apparent to the operators of those 30-foot trucks, vans and other vehicles that need to access the 305 Building’s loading area and dock, trash and recycling receptacles, and pad that accessing and exiting the 305 Building via SR1 (Sepulveda Blvd.) is both difficult and dangerous, and that it is much easier and safer to instead travel up and down Boundary Place to the west and through the nearby residential streets.

Boundary Place is an alley street, with no on-street parking, and it has significantly less width than nearby residential streets. There is no access to Boundary Place from northbound Sepulveda Blvd. (or likewise from Boundary Place to northbound Sepulveda Blvd.), and there is limited ability to access Boundary Place from southbound Sepulveda Blvd. due to the need for a vehicle to sufficiently slow-down in fast moving traffic in order to make a sharp right turn, with limited turning radius, into the narrow alley street. Likewise, it is just as difficult and dangerous to attempt to merge back onto southbound Sepulveda Blvd. from Boundary Place due to the speed of the oncoming southbound traffic as well as the tight right turn curb radius from Boundary Place onto southbound Sepulveda Blvd. which makes it difficult for a 30-foot truck to remain solely in the right hand lane when entering traffic. ***Basically, to enter Boundary Place from southbound Sepulveda Blvd. or to enter back onto Sepulveda Blvd. from Boundary Place is like entering or exiting a narrow residential driveway to or from a freeway.*** To further compound the problem, the limited setback of the existing building (Debonair Cleaners) on the northwest corner of Boundary Place and Sepulveda Blvd. (as will the similar intended location of the proposed 305 Building) makes (and as to the 305 Building, will make) an already bad situation even worse by restricting the ability of southbound Sepulveda Blvd. traffic to adequately see vehicles merging in from Boundary Place and vice versa.

As such, the Final EIR fails to address the significant “real world” reality of the restricted Sepulveda Blvd. and Boundary Place intersection, along with the likely result that operators of 30-foot panel trucks,

vans and other vehicles will opt to travel up and down Boundary Place through the nearby residential streets instead of accessing and exiting the 305 Building via Sepulveda Blvd. This will prove to be particularly true for those vehicles traveling northbound on Sepulveda Blvd. that desire to access the 305 Building, or which desire to head northbound on Sepulveda Blvd. after exiting the 305 Building, in that, there is no direct access to or from northbound Sepulveda Blvd. due to the existing raised median on Sepulveda Blvd. Instead, such traffic will soon determine that the best alternate route is via Boundary Place and the nearby residential streets.

I thus strongly urge the Manhattan Beach Planning Commission to consider requiring one or more of the following mitigation measures as a condition for its approval of the Skechers project:

(i) Require the addition of a deceleration lane on the southbound side of Sepulveda Blvd. along the eastern side of the 305 Building so that traffic may safely slow-down before making a hard right turn to enter Boundary Place. Such a deceleration lane would also allow Skechers' traffic to more safely exit from Boundary Place and merge back onto southbound Sepulveda Blvd.;

(ii) Require the addition of an acceleration lane on south Sepulveda Blvd. to the south of Boundary Place so that traffic may safely merge back onto southbound Sepulveda Blvd.;

(iii) Increase the north and south curb radii at the intersection of south Sepulveda Blvd. and Boundary Place so as to adequately accommodate the turning radius of 30-foot trucks, vans and other vehicles accessing and exiting the 305 Building to thus eliminate the need for such vehicles to make sharp and unsafe right turns both onto Boundary Place from southbound Sepulveda Blvd. and back onto southbound Sepulveda Blvd. from Boundary Place;

(iv) Require the 305 Building to be adequately set back so as not to block the ability of southbound Sepulveda Blvd. traffic to adequately see vehicles merging in from Boundary Place and to allow vehicles seeking to merge from Boundary Place onto southbound Sepulveda Blvd. to safely see oncoming traffic;

(v) Make Boundary Place a cul-de-sac street for residential use only, with no access to the 305 Building or Sepulveda Blvd. This would separate Skechers' traffic from that of the nearby residents and prevent vans, trucks and other vehicles from accessing the 305 Building from the west along Boundary Place;

(vi) Construct improvements or barriers that would physically require all vans, trucks and other vehicles to access or exit the 305 Building only via Sepulveda Blvd., and/or to prevent such traffic from making use of Boundary Place to the west of the 305 Building; and/or

(vii) Require the service/loading area, trash and recycling receptacles to be relocated off of Boundary Place.

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RESOLUTION NO. PC 02-9

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MANHATTAN BEACH APPROVING A MASTER USE PERMIT FOR CONSTRUCTION OF A NEW 3-STORY COMMERCIAL BUILDING CONTAINING APPROXIMATELY 57,000 SQUARE FEET OF OFFICE SPACE AND 1,000 SQUARE FEET OF RESTAURANT SPACE, WHICH WOULD REPLACE EXISTING AUTOMOTIVE, OFFICE, AND RESTAURANT USES ON THE PROPERTY LOCATED AT 330 SOUTH SEPULVEDA BOULEVARD (Killen/Skechers USA)

THE PLANNING COMMISSION OF THE CITY OF MANHATTAN BEACH DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The Planning Commission of the City of Manhattan Beach hereby makes the following findings:

- A. The Planning Commission of the City of Manhattan Beach conducted a public hearing on January 9, 2002, to consider an application for a use permit to allow construction of a new 3-story commercial building containing approximately 57,000 square feet of space, which would replace existing automotive/office/restaurant uses on the property legally described as Lots 8 - 12, Tract 14274 located at 330 (324-356) South Sepulveda Boulevard in the City of Manhattan Beach.
- B. The application was filed on October 29, 2001. The applicant for the subject project is Pat Killen, and the owner of the property is Skechers USA.
- C. An initial study was completed and it was determined that the project will not have any significant impacts upon the environment with the incorporated conditions, and a mitigated negative declaration shall be filed pursuant to the California Environmental Quality Act (CEQA).
- D. The project will not individually nor cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.
- E. The property is located within Area District I and is zoned CG Commercial General. The surrounding private land uses consist of general commercial and single-family residential.
- F. The General Plan designation for the property is General Commercial. The General Plan encourages private investment in the city's commercial areas, and encourages the use of landscaping, notches, and architectural details as provided in this project.
- G. Approval of the replacement of existing automotive/office/restaurant buildings with a 3-story office building, subject to the conditions below, will not be detrimental to the public health, safety or welfare of persons residing or working in or adjacent to the neighborhood of such use; and will not be detrimental to properties or improvements in the vicinity or to the general welfare of the City since it is in compliance with all regulations, improves existing parking and circulation design, and provides aesthetic enhancements, as detailed in the project Staff Report.
- H. The project shall be in compliance with applicable provisions of the Manhattan Beach Municipal Code.
- I. The new office building will not create adverse impacts on, nor be adversely impacted by, the surrounding area, or create demands exceeding the capacity of public services and facilities.
- J. This Resolution, upon its effectiveness, constitutes the Master Use Permit for the subject project.

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Section 2. The Planning Commission of the City of Manhattan Beach hereby **APPROVES** the subject Use Permit application subject to the following conditions:

Site Preparation / Construction

1. * The project shall be constructed and operated in substantial compliance with the submitted plans as approved by the Planning Commission on March 13, 2002. Any substantial deviation from the approved plans must be reviewed and approved by the Planning Commission.
2. * A Traffic Management Plan shall be submitted in conjunction with all construction and other building plans, to be approved by the Police and Public Works Departments prior to issuance of building permits. The plan shall provide for the management of all construction related traffic during all phases of construction, including delivery of materials and parking of construction related vehicles. Construction traffic shall not be permitted to use routes through adjacent residential areas.
3. All electrical, telephone, cable television system, and similar service wires and cables, including the existing adjacent Sepulveda Boulevard utility poles, shall be installed underground to the appropriate utility connections in compliance with all applicable Building and Electrical Codes, safety regulations, and orders, rules of the Public Utilities Commission, the serving utility company, and specifications of the Public Works Department.
4. During building construction of the site, the soil shall be watered in order to minimize the impacts of dust on the surrounding area.
5. The siting of construction related equipment (job site offices, trailers, materials, etc.) shall be subject to the approval from the Director of Community Development prior to the issuance of any building permits.
6. * A site landscaping plan utilizing drought tolerant native plants shall be submitted for review and approval concurrent with the building permit application. All plants shall be identified on the plan by the Latin and common names. The current edition of the Sunset Western Garden Book contains a list and description of drought tolerant plants suitable for this area. This plan shall be prepared by a licensed/qualified individual, as required by state law. Plant sizes installed shall be consistent with the landscape plan approved by the Planning Commission on March 13, 2002. Trees along the east side of the project shall be sized, located, and provided in sufficient quantities to protect residential privacy as required by the Community Development Department. Any water features shall be prohibited from spilling or spraying into the public right-of-way.
7. A low pressure or drip irrigation system shall be installed in the landscaped areas, which shall not cause any surface run-off under normal operating conditions. Details of the irrigation system shall be noted on the landscaping plans. The type and design shall be subject to the approval of the Public Works and Community Development Departments.
8. Water lines, sanitary sewer laterals, grease interceptors, and mop sinks shall be installed, modified, and maintained as required by the Public Works Department.
9. * Sidewalks and driveway aprons shall be replaced or installed around the entire site pursuant to the requirements of the Public Works Department.
10. All defective or damaged curb, gutter, street paving, and sidewalk improvements shall be removed and replaced with standard improvements, subject to the approval of the Public Works Department.
11. Property line clean outs shall be installed as required by the Department of Public Works.

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12. * Backflow prevention valves shall be installed as required by the Department of Public Works, and the locations and screening of any such valves or similar devices shall be subject to approval by the Community Development Department prior to issuance of building permits.
13. * Enclosed parking area drains must be connected to oil water separators and drain into the sanitary sewer system.
14. * Security lighting for the site shall be provided in conformance with Municipal Code requirements including glare prevention design. Interior lighting within the easterly portion of the building shall be designed to limit unnecessary light visible to adjacent neighbors by use of screening, timing devices, motion sensors, and other available technology.
15. * Prior to issuance of building permits, a detailed traffic improvement plan shall be provided for review and approval by the Community Development Department, Public Works Department, and Caltrans. All required traffic improvements shall be completed prior to final building occupancy. The plan shall include:
 - A northbound Sepulveda Boulevard turnout lane as shown on project plans subject to design modifications by the city's traffic engineer and Caltrans.
 - Longfellow Drive widening and related modifications adjacent to the site to include at least two westbound lanes approaching the Sepulveda intersection and one eastbound lane.
 - Traffic signal modifications determined to be appropriate by the city's traffic engineer and Caltrans including a protected left turn signal for southbound traffic on Sepulveda Boulevard.
16. * Prior to issuance of building permits, a plan shall be provided for review and approval by the Community Development Department addressing appropriate traffic improvements, trip reduction strategies, or other compensation to prevent the project from resulting in a deficit with respect to the County Congestion Management Program. Acceptance by the Metropolitan Transportation Agency, and implementation of the plan shall be required prior to final approval of building occupancy.

Operational Restrictions

17. * The facility shall be limited to general office use and a 1,001 square foot eating and drinking establishment use. Other uses including medical office, assembly, entertainment, manufacturing, storage, and commercial parking shall be prohibited unless a use permit amendment is approved.
18. * Parking shall be provided in conformance with the current Manhattan Beach Municipal Code but shall include a minimum of 270 spaces regardless of code ratios. Gates or other obstructions to parking areas, including surplus parking, during hours of operation shall be subject to Community Development Department approval. No fees for use of parking shall be charged to employees or visitors of the project. Ground floor parking shall be restricted to visitor parking and shall be appropriately marked as such.
19. A covered trash enclosure(s), with drainage connected to the sanitary sewer, and adequate capacity shall be provided on the site subject to the specifications and approval of the Public Works Department, Community Development Department, and City's waste contractor. A trash and recycling plan demonstrating diversion of at least 50% of solid waste shall be provided as required by the Public Works Department.
20. * The facility operator shall prohibit employees from parking personal vehicles on the surrounding public streets. Employees must park on-site or be transported to the site from other off-street parking facilities subject to Community Development Department approval.

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As a minimum, the owner of the building shall include prohibitions against employee parking on local streets in any lease and/or rental agreements. Prior to building permit issuance, a written employee parking program shall be submitted for Community Development Department approval.

21. * The facility operator shall prohibit left turns from the project's Longfellow Drive driveways. Signs, driveway designs, and supervision preventing left turns shall be provided as required by the Community Development Department.
22. * Vehicles operated by, or under the supervision of, on-site businesses shall use Sepulveda Boulevard as a primary means of access and shall not use surrounding residentially fronted streets for ingress or egress from the facility unless a traffic plan for such specific trips is approved by the Community Development Department.
23. * The facility operator shall restrict delivery vehicles using the rear loading area to entering from Kuhn Drive and exiting onto Longfellow Drive. All vehicles and deliveries shall be prohibited from using or occupying the loading area between 9pm and 7:30am daily.
24. * All signs shall be in compliance with the City's Sign Code. Pole signs and internally illuminated signs shall be prohibited. A sign program to be approved by the Community Development Department shall be required for sign concepts other than that shown on the plans reviewed by the Planning Commission.
25. Noise emanating from the site shall be in compliance with the Municipal Noise Ordinance.
26. The facility shall comply with all South Coast Air Quality Management District Regulations and shall not transmit excessive emissions or odors across property lines.
27. The operation shall remain in compliance with all Fire and Building occupancy requirements at all times.
28. The management of the facility shall police the property and all areas immediately adjacent to the business during the hours of operation to keep it free of litter.
29. * No waste water shall be permitted to be discharged from the premises subject to Public Works Department review. Waste water and parking structure drainage shall be discharged into the sanitary sewer system.
30. * No equipment, antenna dishes, or similar items shall be located on the building roof. All such items shall be located within the designated equipment area at the north end of the building. The building roof shall have a gravel or comparable decorative treatment.

Procedural

31. * All provisions of the Use Permit are subject to review by the Community Development Department 6 months after occupancy and yearly thereafter. The property owner shall provide an analysis of traffic conditions in the surrounding area pursuant to the specifications of the Community Development Department at the time of the first use permit review.
32. This Use Permit shall lapse two years after its date of approval, unless implemented or extended pursuant to 10.84.090 of the Municipal Code.
33. Pursuant to Public Resources Code section 21089(b) and Fish and Game Code section 711.4(c), the project is not operative, vested or final until the required filing fees are paid.
34. The applicant agrees, as a condition of approval of this project, to pay for all reasonable legal and expert fees and expenses of the City of Manhattan Beach, in defending any legal

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actions associated with the approval of this project brought against the City. In the event such a legal action is filed against the project, the City shall estimate its expenses for the litigation. Applicant shall deposit said amount with the City or enter into an agreement with the City to pay such expenses as they become due.

- 35. At any time in the future, the Planning Commission or City Council may review the Use Permit for the purposes of revocation or modification. Modification may consist of conditions deemed reasonable to mitigate or alleviate impacts to adjacent land uses.

SECTION 3. Pursuant to Government Code Section 65009 and Code of Civil Procedure Section 1094.6, any action or proceeding to attack, review, set aside, void or annul this decision, or concerning any of the proceedings, acts, or determinations taken, done or made prior to such decision or to determine the reasonableness, legality or validity of any condition attached to this decision shall not be maintained by any person unless the action or proceeding is commenced within 90 days of the date of this resolution and the City Council is served within 120 days of the date of this resolution. The City Clerk shall send a certified copy of this resolution to the applicant, and if any, the appellant at the address of said person set forth in the record of the proceedings and such mailing shall constitute the notice required by Code of Civil Procedure Section 1094.6.

I hereby certify that the foregoing is a full, true, and correct copy of the Resolution as adopted by the Planning Commission at its regular meeting of March 13, 2002 and that said Resolution was adopted by the following vote:

AYES: Kirkpatrick, Kuch, Milam,
Simon, Chairman Ward

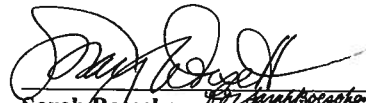
NOES: None

ABSTAIN: None

ABSENT: None



RICHARD THOMPSON,
Secretary to the Planning Commission



Sarah Boeschen, *for Sarah Boeschen*
Recording Secretary

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Skechers Use Permit Potential Conditions of Approval- 2-24-18

(In addition to applicable existing Use Permit conditions)

1. The Project shall be in substantial conformance with the plans and Project description submitted to, and approved by, the Planning Commission on March 7, 2018. Applicant shall submit a final plan incorporating all of the refinements, modifications, and conditions approved in this resolution within 30 days of the date of approval of this Resolution. The Director of Community Development (“Director” hereinafter) shall determine whether any deviation from the approved project is substantial which requires an amendment to the Use Permit or any other discretionary entitlements. Any substantial deviation from the approved plans or Project description shall require approval from the Planning Commission.
2. The developer and operator(s) of the Project shall comply with the Mitigation Monitoring and Reporting Program attached to Resolution No.18-XX, and each mitigation measure set forth therein.
3. The Applicant shall pay all costs and fees incurred by the City in connection with the Project: (a) in ensuring that the conditions of approval are complied with, as well as monitoring of the mitigation measures in the adopted Mitigation Monitoring and Reporting Program attached to this Resolution as Exhibit A; (b) in the processing of Project-related permits and applications, including time spent by City staff and legal staff to process and review all necessary permits, applications, and land use entitlements, and the preparation of this Agreement and the Consultant Services Agreements; (c) the costs of staff review of Owner submittals and the costs of Consultants retained by City in connection with the Project. The applicant shall enter into a reimbursement agreement with the City and shall deposit a minimum amount subject to the terms and conditions in the agreement, within 30 days of final project approval.

Site Preparation/Construction

4. All electrical, telephone, cable television system, and similar service wires and cables shall be installed underground to the appropriate utility connections in compliance with all applicable Building and Electrical Codes, safety regulations, and orders, rules of the Public Utilities Commission, the serving utility company, and specifications of the Public Works Department. Final utility equipment locations and visual screening shall be subject to Community Development review and approval.
5. Modifications and improvements to the site shall be in compliance with applicable requirements of the City Building Division, Fire Department and other regulatory agencies as required.
6. During demolition and construction on the site, the soil shall be watered in order to minimize the impacts of dust on the surrounding area. Demolition and grading activities shall be in conformance with the Project EIR including Mitigation measure MM 4.2-1 prohibiting overlap with the Hermosa Beach component of the overall Project.

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(In addition to applicable existing Use Permit conditions)

7. A site landscaping and irrigation plan utilizing drought tolerant plants, including large-box-sized trees, shall be submitted for review and approval by the Community Development and Public Works Departments concurrent with the building permit application. All plants shall be identified on the plan by the Latin and common names. Substantial buffers shall be provided along the property lines abutting/facing the neighboring residences. A micro spray or drip irrigation system shall be installed in the landscaped areas, which shall not cause any surface run-off. Landscaping and irrigation shall be installed per the approved plan prior to building final.
8. Backflow prevention valves shall be installed as required by the Department of Public Works, and the locations of any such valves or similar devices shall be subject to approval by the Community Development Department prior to issuance of building permits.
9. All substandard, defective or damaged curb, gutter, sidewalks, street paving, catch basins or similar public infrastructure adjacent to the project site shall be removed and replaced with standard improvements, subject to the review and approval of the Public Works Department. All existing sidewalks adjacent to the project site shall be removed and replaced along the property frontages. Parkway landscaping enhancements and disabled access improvements shall be constructed as determined by the City's Traffic Engineer and Public Works Department.
10. No waste water shall be permitted to be discharged from the premises. Waste water shall be discharged into the sanitary sewer system.
11. Property line clean outs, mop sinks, erosion control, and other sewer and storm water items shall be installed and maintained as required by the Department of Public Works or Building Official. Oil clarifiers and other post-construction water quality items may be required.
12. An appropriate merger document eliminating or adjusting antiquated property lines within the site shall be submitted for review and be approved by the Community Development and Public Works (Engineering) Departments and City Attorney, prior to issuance of building permits.

Commercial Operational Restrictions

13. The facility shall include general office use with ancillary employee food and other support service areas only.

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14. Occupancy, use, or maintenance of exterior deck areas shall be limited to 9:00 a.m. to 6:00 p.m. daily.
15. The management of the facility shall police the property and all areas immediately adjacent to the business on the site during the hours of operation to keep it free of litter.
16. The operators of the facility shall provide adequate management and supervisory techniques to prevent loitering and other security concerns outside the subject business. Security items or procedures shall be implemented and maintained on-site as determined to be appropriate by the Police Department.
17. A covered trash and recycling enclosure(s), with adequate capacity shall be provided on the site subject to the specifications and approval of the Public Works Department, Community Development Department, and City's waste contractor. A trash and recycling plan shall be provided as required by the Public Works Department and shall be implemented prior to building permit final and occupancy of the site.
18. All signs shall be in compliance with the City's Sign Code. Pole signs and internally illuminated awnings or other architectural elements shall be prohibited.
19. Noise emanating from the site shall be in compliance with the Municipal Noise Ordinance. Any outside sound or amplification system or equipment audible beyond the property is prohibited unless a Temporary Use Permit is issued for an individual event.
20. A lighting plan shall be submitted for the entire project site for approval by the Community Development and Police Departments. The Plan shall include energy efficient security lighting for the site. All outside site lighting shall be directed away from the public right-of-way and shall minimize spill-over onto the sidewalks and street. Shields and directional lighting shall be used where necessary to prevent spillover onto adjacent properties. (MBMC 10.64.170)

Traffic and Parking

21. The applicant shall maintain sufficient dedicated parking supply to provide a minimum of 338 existing and new parking spaces at 330 N. Sepulveda Boulevard and 124 spaces at 305 N. Sepulveda Boulevard at all times with no fewer than 525 total available spaces at both sites, as shown on the approved plans and project description. Electric vehicle and carpool spaces shall be provided in conformance with the project description and approved plans. The Director of Community Development shall determine whether any deviation from the parking configuration in the Approved Plans and project description requires an amendment to the Use

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(In addition to applicable existing Use Permit conditions)

Permit or any other discretionary entitlements, and a written determination shall be made by the Community Development Director.

22. A Construction Management and Parking Plan (CMPP) shall be submitted by the applicant concurrent with the submittal of plans to plan check. The CMPP shall be reviewed and approved by the City, including but not limited to, the City Traffic Engineer, Planning, Fire, Police and Public Works, in consultation with the City of Hermosa Beach prior to permit issuance. The Plan shall include, but not be limited to, provisions for the management of all construction related traffic, parking, staging, materials delivery, hauling, excavation and shoring activity, pedestrian access, materials storage, BMP's, compliance with mitigation measures, and buffering of noise and other disruptions. The Plan shall minimize construction related impacts and prohibit parking by workers in the surrounding neighborhood. The Contractor to be responsible for and bind all subcontractors and agents to this Plan.
23. Prior to the first building final inspection approval and/or occupancy, whichever occurs first, an Adaptive Transportation Demand Management and Employee Parking Management (TDM/EPM) Plan shall be submitted to the Traffic Engineering and Planning Divisions for City review and approval. The Plan shall include, but not be limited to, the recommendations in the Mitigation Measures and Monitoring Plan (MMRP) Mitigation Measure 4.12-2(e) from the Skechers Design Center and Executive Offices Final EIR as well as the prohibition of employee parking on City streets. Penalties and corrective measures for employee non-compliance shall be identified in the Plan. The TDM/EPM Plan shall be approved prior to building final and/or occupancy, whichever occurs first, and shall be implemented immediately. Thereafter, the applicant shall monitor the effectiveness of the TDM/EPM Plan annually and will submit an annual monitoring and management report to the City every January pursuant to the terms of Mitigation Measure 4.12-2(e).
24. For the 305 Sepulveda site, deliveries and loading shall be limited to vehicles with a maximum length of 30 feet and between the hours of 8:00 a.m. and 6:00 p.m. Monday-Saturday only. No delivery vehicles shall be allowed to remain in the loading dock or on surrounding streets outside of these hours. No deliveries or loading related to the site shall be permitted on residential streets or alleys with the exception of Boundary Place adjacent to 305 S. Sepulveda Boulevard only. The applicant shall post truck restriction signs as determined by the City Traffic Engineer.
25. For the 330 Sepulveda site, deliveries and loading shall be limited to between the hours of 8:00 a.m. and 6:00 p.m. Monday-Saturday only. No delivery vehicles shall be allowed to remain in the loading dock or on surrounding streets outside of these hours. No deliveries or loading related to the site shall be permitted on residential streets or alleys.

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26. Upon issuance of the Certificate of Occupancy, the applicant shall implement a pilot lunchtime shuttle service to shuttle employees between the Skechers buildings and downtown Hermosa Beach and downtown Manhattan Beach. The pilot program would involve a minimum one year of ridership monitoring to determine the success of the program.
 - a. The shuttle service shall utilize, at a minimum, two, 15-passenger shuttles operating from 11:00 AM to 2:00PM, Monday through Friday. Each shuttle shall transverse a separate route on a continuous loop, with one shuttle providing service to Hermosa Beach and the second to Manhattan Beach. Success of the program shall be determined by the cities.
 - b. The applicant shall provide a report to the City of Hermosa Beach and the City of Manhattan Beach regarding ridership of the lunchtime shuttle no later than six (6) months and 12 months after issuance of the first building final or Certificate of Occupancy, so that both cities' Community Development Directors may make determinations regarding the success of the shuttle and whether it must be continued, modified, or discontinued. The applicant shall monitor ridership and performance at least one day per week.

27. All on-site and off-site improvement plans, shall be submitted to plan check, at the same time as the building plans. The plans shall be reviewed and approved by the City Traffic Engineer, Planning, Public Works, Police, Fire and Caltrans where applicable, prior to the issuance of permits. Such improvements shall be fully constructed or completed per the approved plans prior to issuance of a building final inspection and/or occupancy, whichever occurs first. The plans shall include, but not be limited to the following features:
 - a. All two-way driveways and approaches shall be as wide as the aisle they serve, not including approach wings or radii.
 - b. For the 305 Sepulveda site, outbound traffic at the driveway on Duncan Avenue shall be restricted to Right Turn Out only and posted with signs and other physical design features as directed by the City Traffic Engineer.
 - c. All parking spaces in the parking structure shall remain unrestricted for all users during business hours except as permitted in the approved Transportation Demand Management and Employee Parking Management (TDM/EPM) Plan.
 - d. Parking stall cross-slope shall not exceed 5%.
 - e. Doors, gates, staircases, and similar improvements, shall not swing into a vehicle aisle or walkway.

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- f. Provide unobstructed triangle of sight visibility (5' x 15') adjacent to each driveway and behind the ultimate property line, after dedications, when exiting the parking areas without walls, columns, landscaping, or similar obstructions over 36 inches high. (MBMC 10.64.150)
- g. Provide unobstructed triangle of sight visibility (15' x 15') on each street intersection adjacent to the project sites as measured from the ultimate property lines after dedications, without walls, columns, landscaping, or similar obstructions over 36 inches high. (MBMC 10.64.150)
- h. All parking spaces adjacent to a vertical obstruction, except columns and obstructions adjacent to the front five feet (5') of a parking space, must be at least one foot wider than a standard space. (MBMC 10.64.100B)
- i. Wheel stops or bollards shall be provided for all parking spaces except parallel spaces, spaces abutting a masonry wall or spaces protected by a 6-inch high curb. (MBMC 10.64.100.D)
- j. At least two feet of additional aisle is required beyond the end of a dead end aisle to provide sufficient back-up space for vehicles in the last space of the aisle.
- k. Disabled parking must comply with current standards including but not limited to ADA and the CBC, and one or more van size spaces may be required.
- l. For the 330 Sepulveda site, replace and/or construct new minimum 8-foot wide sidewalk along property frontages on the south side of of Duncan Place, west side of Kuhn Drive and on the east side of Sepulveda Boulevard adjacent to the property frontages. All aboveground infrastructure and landscaping within the right-of-way shall be relocated and/or placed within the first 3 feet behind the curb face along each property frontage to maintain a minimum 4 -1/2 feet wide uninterrupted sidewalk clearance.
- m. For the 305 Sepulveda site, replace and/or construct new minimum 8-foot wide sidewalk along property frontages on the south side of Duncan Avenue and on the west side of Sepulveda Boulevard adjacent to the property frontages. All aboveground infrastructure and landscaping within the right-of-way shall be relocated and/or placed within the first 3 feet behind the curb face along each property frontage to maintain a minimum 4 -1/2 feet wide uninterrupted sidewalk clearance.
- n. All unused driveways and undeveloped property frontages shall be reconstructed with curb, gutter and sidewalk. Remove and replace existing

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- driveway approaches to be reused in conformance with City and State standards, including ADA and CBC compliance.
- o. All compact spaces shall be labeled with signs and stencil markings at the back of each space.
 - p. Bicycle parking shall be provided at a rate of 5% of all required parking spaces. (MBMC 10.64.80)
 - q. All parking lots shall be signed and marked to the satisfaction of the City Traffic Engineer.
28. The applicant shall provide dedications as detailed below for ADA access, other improvements and to upgrade the area to current standards for pedestrian and vehicular circulation. The applicant shall submit plans for the improvements to the Public Works, Fire, Police and Community Development Departments, the City Traffic Engineer, and Caltrans, as applicable, for review and approval, concurrent with the submittal of the building plan check. All dedications shall be recorded and required improvements completed per the approved plans prior to the issuance of a building final and/or occupancy of the adjacent site.
- a. For the 305 Sepulveda site, a street dedication of five feet (5') along the west side of Sepulveda Boulevard along the property frontage at 305 S. Sepulveda Boulevard westerly of the existing Caltrans right-of-way shall be granted to the City (or Caltrans) that includes the entire proposed sidewalk width.
 - b. For the 330 Sepulveda site, a street dedication along the east side of Sepulveda Boulevard along the project's property frontage at 330 S. Sepulveda Boulevard easterly of the existing Caltrans right-of-way shall be granted to the Caltrans for a street widening of Sepulveda Boulevard similar to the existing street/curb alignment to the south.
 - c. For the 330 Sepulveda site, a street dedication along the east side of Sepulveda Boulevard along the entire property frontage at 330 S. Sepulveda Boulevard easterly of the existing and proposed Caltrans right-of-way shall be granted to the City (or Caltrans) that includes the entire existing and proposed sidewalk width.
 - d. For the 305 Sepulveda site, A triangular 8-foot corner cut-off dedication shall be provided to the City at the southwest corner of Sepulveda Boulevard and Duncan Avenue as formed by the future property lines. The applicant shall construct a public sidewalk and pedestrian ramp on this corner to City and Caltrans standards. The applicant shall show the proposed right of way dedication on all plans.

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- e. For the 305 Sepulveda site, A triangular cut-off dedication shall be provided to the City at the northwest corner of Sepulveda Boulevard and Boundary Place, that includes the proposed curb radius, as determined by the City Traffic Engineer. The applicant shall construct a public sidewalk and pedestrian ramp on this corner to City and Caltrans standards. The applicant shall show the proposed right of way dedication on all plans.
29. The applicant shall submit to the City a cost estimate for completion of all of the required off-site improvements, including but not limited to the traffic and public improvements, with the submittal of plans to plan check. If the City accepts the final cost estimate, the applicant shall provide a bond or other financial security, equal to 1.25 times the estimated construction and inspection costs of the improvements, acceptable to the satisfaction of the Finance Director, Director of Public Works and the City Attorney, prior to the issuance of building permits.
 30. The applicant shall construct high-visibility ladder-style crosswalks at the following locations:
 - a. West leg of Duncan Avenue at Sepulveda Boulevard,
 - b. East leg of Duncan Drive at Sepulveda Boulevard
 - c. West leg of Boundary Place at Sepulveda Boulevard, and
 - d. West leg of Longfellow Avenue at Kuhn Street

Traffic Calming-

31. On or before the submittal of plans for building plan check, the applicant shall pay \$200,000 to the City for the preparation of a Traffic Calming Study in the cities of Manhattan Beach and Hermosa Beach to recommend potential measures that would enhance the livability of the neighborhood streets in the vicinity of the project site. The study will evaluate a number of potential measures to address non-residential traffic and parking intrusion, pedestrian safety and speeding, including, but not limited to sidewalks, bikeways, vehicle barriers, turn restrictions, parking restrictions, speed calming devices and other common traffic calming measures. Any amount remaining in excess of the study costs shall be used for the implementation of those measures as deemed appropriate by the cities. Any implementation measures not covered by the remaining funds shall be funded by the applicant, up to a total not-to-exceed amount of \$300,000 combined.

Procedural

32. *Terms and Conditions are Perpetual; Recordation of Covenant.* The provisions, terms and conditions set forth herein are perpetual, and are binding on the Applicant, its successors-in-interest, and, where applicable, all tenants and lessees of the site. Further, the Applicant shall record a covenant indicating its consent to the conditions of approval of this Resolution with the Office of the County Clerk/Recorder of Los Angeles. The covenant is subject to review and

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approval by the City Attorney. APPLICANT shall deliver the executed covenant, and all required recording fees, to the Department of Community Development within 30 days of the adoption of this Resolution. If APPLICANT fails to deliver the executed covenant within 30 days, this Resolution shall be null and void and of no further effect. Notwithstanding the foregoing, the Director may, upon a request by APPLICANT, grant an extension to the 30-day time limit.

33. *Indemnity, Duty to Defend and Obligation to Pay Judgments and Defense Costs, Including Attorneys' Fees, Incurred by the City.* APPLICANT shall defend, indemnify, and hold harmless the City, its elected officials, officers, employees, volunteers, agents, and those City agents serving as independent contractors in the role of City officials (collectively "Indemnitees") from and against any claims, damages, actions, causes of actions, lawsuits, suits, proceedings, losses, judgments, costs, and expenses (including, without limitation, attorneys' fees or court costs) in any manner arising out of or incident to this approval, related entitlements, or the City's environmental review thereof. APPLICANT shall pay and satisfy any judgment, award or decree that may be rendered against City or the other Indemnitees in any such suit, action, or other legal proceeding. The City shall promptly notify APPLICANT of any claim, action, or proceeding and the City shall reasonably cooperate in the defense. If the City fails to promptly notify APPLICANT of any claim, action, or proceeding, or if the City fails to reasonably cooperate in the defense, APPLICANT shall not thereafter be responsible to defend, indemnify, or hold harmless the City or the Indemnitees. The City shall have the right to select counsel of its choice. APPLICANT shall reimburse the City, and the other Indemnitees, for any and all legal expenses and costs incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Nothing in this Section shall be construed to require APPLICANT to indemnify Indemnitees for any Claim arising from the sole negligence or willful misconduct of the Indemnitees. In the event such a legal action is filed challenging the City's determinations herein or the issuance of the approval, the City shall estimate its expenses for the litigation. APPLICANT shall deposit that amount with the City or enter into an agreement with the City to pay such expenses as they become due.

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Exhibit I for Skechers Item

Plans for 305 S. Sepulveda Boulevard located at:

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Exhibit J for Skechers Item

Plans for 330 S. Sepulveda Boulevard located at:

<http://www.hermosabch.org/modules/showdocument.aspx?documentid=8832>

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