

EL SEGUNDO SOUTH CAMPUS SPECIFIC PLAN

Specific Plan No. 11-01

October 2015

**Amended per CC Resolution No. 5291
(2021)**

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(2024)**

**Amended per CC Resolution No. 5518
(2024)**

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I. INTRODUCTION

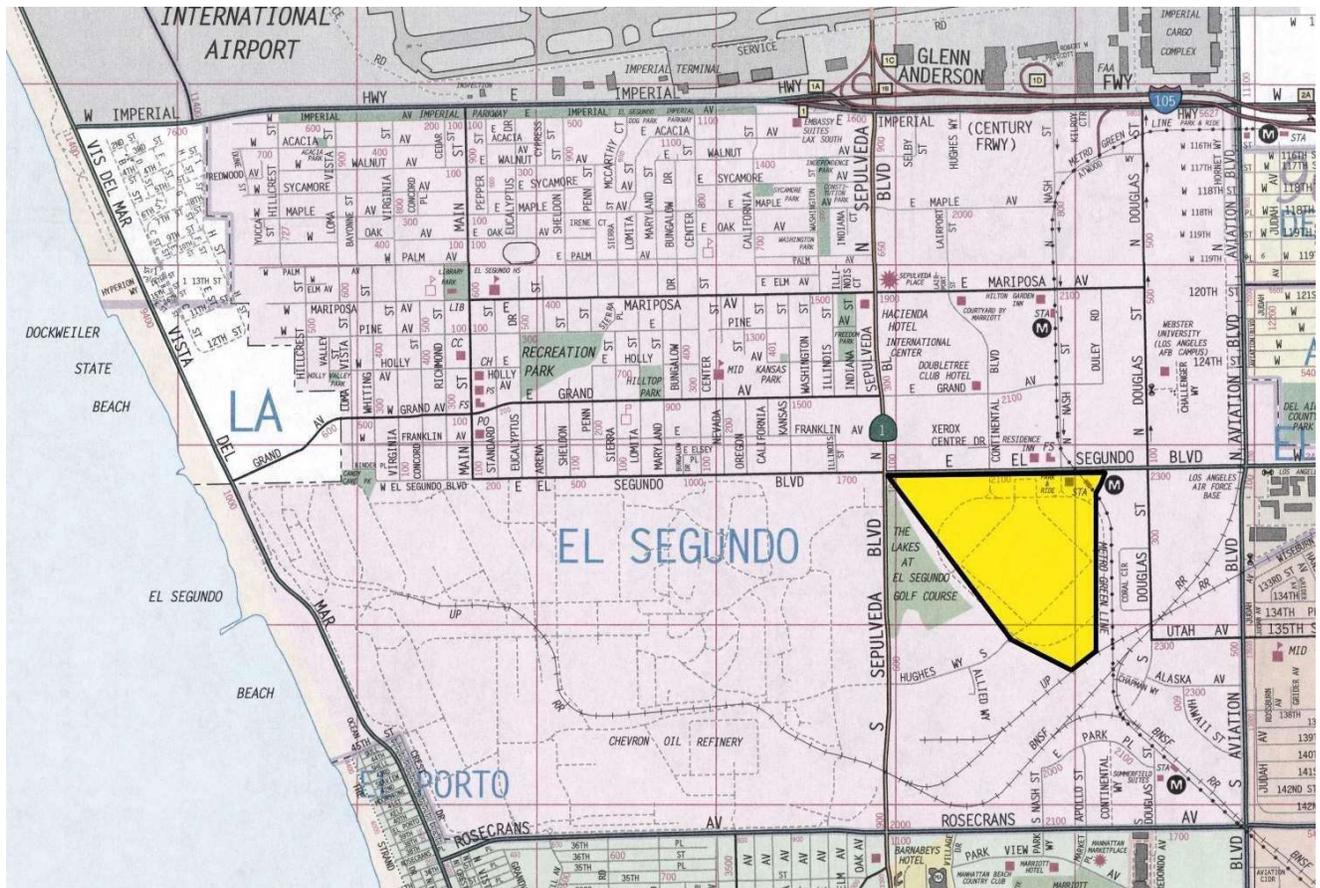
A. SPECIFIC PLAN AREA

The El Segundo South Campus Specific Plan (ESSC-SP) area is located in the City of El Segundo, County of Los Angeles, California. El Segundo is situated 15 miles southwest of downtown Los Angeles. The City of El Segundo is located south of the City of Los Angeles, west of the City of Hawthorne and the County of Los Angeles, north of the City of Manhattan Beach, and the east of the City of Los Angeles and the Pacific Ocean (refer to Exhibit 1, *Regional Vicinity Map*).

More specifically, the roughly 142.28 gross acre Campus site (“Campus”) is located in the southeast quadrant of the City of El Segundo, approximately 1.0 miles south of the Los Angeles International Airport (LAX) and the Glen Anderson Century Freeway (I -105), two miles west of the San Diego Freeway (SR-405), and approximately two miles west of the juncture of these two freeways. The Campus is bounded by El Segundo Boulevard to the north, the elevated MTA Line and an older industrial subdivision on Coral Circle to the east, a Union Pacific Railroad spur and the El Segundo sump to the south, and a Southern California Edison high voltage transmission easement to the west (refer to Exhibit 2, *Local Vicinity Map*, and Exhibit 3, *Local Vicinity Aerial View*). The adjacent zoning uses are: corporate office and mixed -use to the north, across El Segundo Boulevard; light manufacturing to the east and south; and open space and public facility to the west. A multi-media zone overlies the entire eastern half of the City, including the Specific Plan Area.

B. BACKGROUND

In 1978 a Precise Plan was approved for Hughes (which merged with Raytheon Company in December 1997) to build a total of 2,575,000 square feet of improvements on the Campus for a FAR of 0.42. The Precise Plan project consisted of two main components – an office tower of up to 16 stories to be located on the northwest portion of the Campus and a large low-profile complex housing the engineering and manufacturing components. The approval allowed Hughes to consolidate its corporate headquarters which was then in Culver City with its electro-optical data systems group which was already located elsewhere in El Segundo. The Campus was chosen by Hughes for the flexibility and consolidation potential made possible by the size of the property, the proximity to other Hughes’ facilities, and the proximity to LAX - considerations that remain important today. Before the implementation of the Precise Plan, the Campus had been used primarily for farming.



**EXHIBIT 2
LOCAL VICINITY MAP**



**EXHIBIT 3
LOCAL VICINITY AERIAL VIEW**

Through the years the Precise Plan went through several changes including moving the recreation component from under the Edison Right-of-Way to the northwest portion of the Campus, eliminating the corporate office tower which was planned for the northwest corner of the Campus, and adding additional facilities. Up until 1983 there was no official “Precise Plan” map. With Hughes’ request to construct additional storage buildings in 1983, the City Council provided that the plan that was submitted with the amendment request would be the official Precise Plan which could only be modified with Planning Commission and City Council approval. In 1987, the City Council approved the last modification of the Precise Plan. Today there are 11 structures on the Campus, including the recreation facility, comprising approximately 1,802,513 square feet of net development, for an FAR of approximately 0.29 (refer to Exhibit 4, *Existing Development*). The current net square footage is broken down as follows between uses:

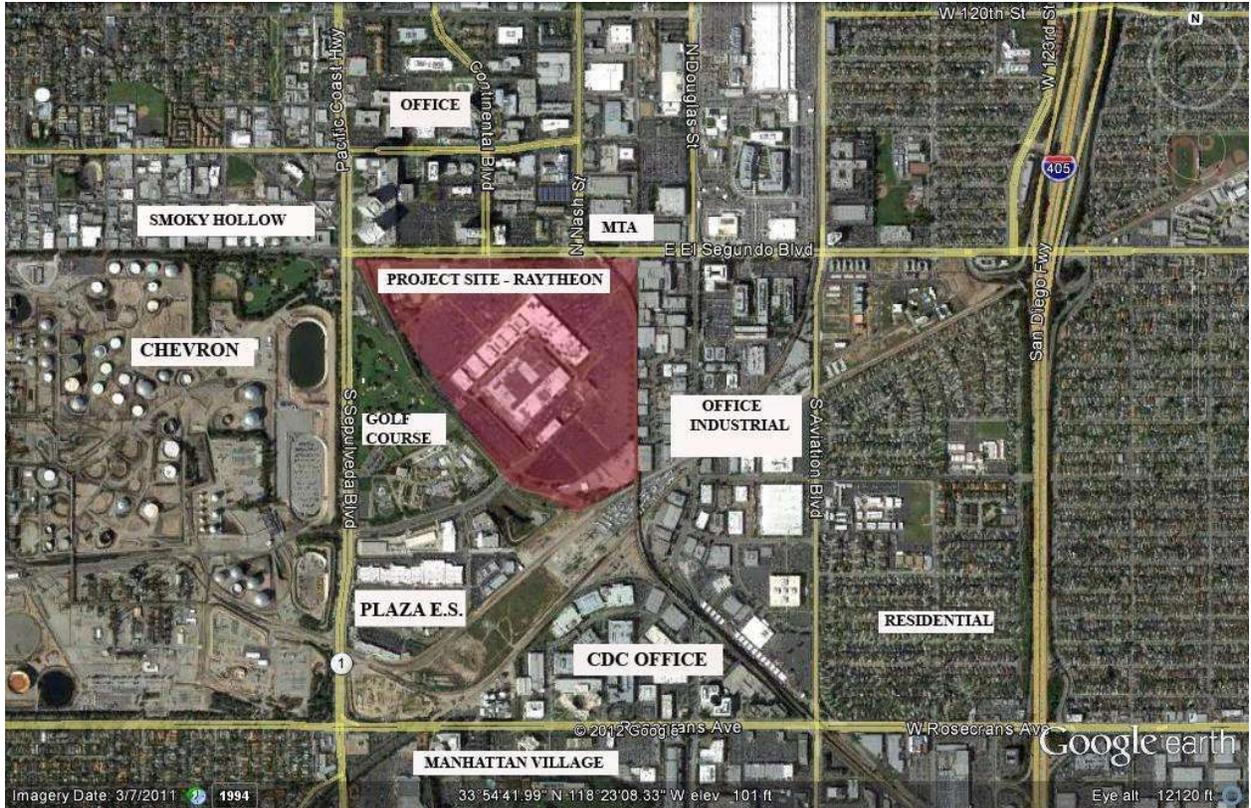
- Office 1,018,959 s.f.
- Laboratory 303,825 s.f.
- Manufacturing 373,634 s.f.
- Warehouse 106,095 s.f.

More specifically, the structures shown on Exhibit 4 consist of:

**Table I-1
Existing Uses**

Building	Use	Net Square Footage
E-1	Office, Lab/R&D, Warehouse	996,871
E-2	Office, Lab/R&D, Warehouse	39,082
E-3	Office, Lab/R&D, Warehouse	28,383
E-4	Office, Lab/R&D, Warehouse	670,619
E-5	Office, Lab/R&D, Warehouse	1,705
E-6	Office	2,263
E-7	Office, Lab/R&D, Warehouse	49,966
E-20	Warehouse	9,245
E-21	Office, Warehouse	3,951
E-23	Warehouse	428
E-24	Recreation*	0
Total		1,802,513

*Note: Building E-24 includes locker rooms, restroom and shower rooms which are non-assignable areas for purposes of net square footage.



**EXHIBIT 4
EXISTING DEVELOPMENT**

Under the existing approvals, only an additional 215,390 net square feet can be built for a total FAR of 0.325. With this FAR, the Property is extremely underdeveloped as both the General Plan and zoning for similar light industrial uses allow a 0.60 FAR as of right. Further, the El Segundo Municipal Code (ESMC) was recently amended to clarify that the FAR is based on net square feet of development in the light manufacturing zone. Currently the Campus is built close to the maximum FAR currently allowed. The limitations caused by the Precise Plan have caused Raytheon to utilize property in other areas for its operations when the need arises. This creates inefficiency and unnecessary costs, as well as results in economic losses for the City.

In order to make efficient use of the Campus, Raytheon filed for this Specific Plan in December 2011 along with other applications, including a General Plan Amendment, Zoning Amendment, and Tentative Map. The intent of the Specific Plan is to allow Raytheon to develop the Specific Plan area with any combination of allowed uses provided that the FAR does not exceed a specified development square footage (at a maximum FAR of 0.60 within the ESSCSP area) and the specified peak hour trip ceiling on new development (26,585 daily trips, 3042 a.m. peak hour trips and 3120 p.m. peak hour trips). The adoption of this Specific Plan will allow Raytheon to expand its operations, invest in the City of El Segundo, and make use of its property in a manner similar to adjacent properties.

C. DEMOGRAPHICS

According to the 2010 United States Census, as of 2010 El Segundo had a population of 16,654 persons and a total of 7410 dwelling units. From 2000 to 2010, El Segundo's population increased by 4%. The 2009 Profile of the City of El Segundo prepared by the Southern California Association of Governments ("SCAG") indicates that as of 2008 there were 53,715 jobs in the City of El Segundo, which was 1.3% lower than the 2003 level. Raytheon employs approximately 7,000 of these employees. During the period from 2003 to 2008 there was a 13.2% decrease in manufacturing jobs although manufacturing jobs remain the largest sector of jobs in the City.

D. ECONOMIC CONTEXT

El Segundo has a daytime population of approximately 85,000 persons compared to its resident population of approximately 17,000 persons. Through the years El Segundo has steadily moved away from heavy industrial and manufacturing uses towards more diversified commercial and professional uses. With the exception of the Chevron Refinery and the Air Products Chemical Plants, most heavy industrial uses have relocated outside of the City. El Segundo is home to many major corporations including Raytheon, Boeing, Chevron, Computer Sciences Corporation, DirecTV, Mattel, Xerox, Time Warner Cable, The Aerospace Corporation, and Northrop Grumman. Raytheon is the City's largest employer.

Over the past few years there has been a net loss of jobs in the City. The potential for additional businesses and jobs that may be created by this Specific Plan will improve the overall economic health of the City, allowing the City to provide a high quality of municipal services to the benefit of the City's resident and business community.

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II. OVERVIEW OF THE SPECIFIC PLAN

A. PURPOSE AND AUTHORITY OF SPECIFIC PLAN

The purpose of this Specific Plan is to provide a foundation for the proposed land uses on the subject property through the application of regulations, standards and design guidelines. The El Segundo South Campus Specific Plan provides text and exhibits which describe the proposed land uses and associated guidelines.

This Specific Plan is adopted pursuant to Government Code §§ 65450 through 65457.

Pursuant to Government Code § 65450, a Specific Plan must include text and a diagram or diagrams which specify all of the following in detail:

- The distribution, location, and extent of the uses of land, including open space within the area covered by the plan.
- The proposed distribution, location, extent, and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy and other essential facilities proposed to be located within the land area covered by the plan and needed to support the land uses described in the plan.
- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- A program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out the above items.
- A discussion of the relationship of the Specific Plan to the General Plan.

A thorough review of the El Segundo General Plan shows that this Specific Plan is compatible and consistent with the goals and policies outlined in the General Plan. This Specific Plan will further the goals and policies of the General Plan as more fully described below.

This Specific Plan was prepared to provide the essential relationship between the policies of the El Segundo General Plan and actual development in the Project area. By functioning as a regulatory document, the El Segundo South Campus Specific Plan provides a means of implementing the City of El Segundo's General Plan. All future development plans and entitlements within the Specific Plan boundaries must be consistent with the standards set forth in this document.

B. SPECIFIC PLAN SCOPE AND GOALS

The City of El Segundo is an employment-led community and accordingly, development has been led by employment rather than housing growth. The El Segundo South Campus Specific Plan will serve the mission of economic development in the City which is to create, maintain, and implement a business climate that fosters a strong economic community, develop a strategic plan that will result in business retention and attraction, provide an effective level of City services to all elements of the community, and maintain the quality of life that has characterized El Segundo for more than nine decades.

Permitted uses within the Campus will create job opportunities and seek balance between growth, local resources, and infrastructure capacity. Additionally, the growth allowed by the Specific Plan will create a synergy with other uses in the area and help those businesses to grow as well. The development allowed under the Specific Plan will provide a basis for a positive contribution to the maintenance and expansion of El Segundo's economic base as development typically increases the City's business license taxes, increases the City's utility user taxes, increases the City's property taxes, and increases the City's sales taxes. An increased economic base will provide the City with resources to provide high-quality services to its residents and daytime population.

C. CONSISTENCY WITH THE GENERAL PLAN

The El Segundo General Plan provides the underlying fundamentals of the El Segundo South Campus Specific Plan, which serves both as a planning and regulatory document. The Specific Plan is the document implementing the El Segundo General Plan for the Campus area.

Proposed development plans or agreements, tentative tract or parcel maps, and any other development approvals must be consistent with the Specific Plan. Projects consistent with this Specific Plan will be automatically deemed consistent with the General Plan.

The El Segundo South Campus Specific Plan requires a General Plan Amendment that changes the Land Use Designation from Light Industrial, Public Facility and Open Space to El Segundo South Campus Specific Plan with an accompanying Land Use map change. With approval of this amendment, the Specific Plan is consistent with the General Plan of the City of El Segundo. More specifically, the Specific Plan directly implements or furthers the intent of the following goals, objectives and policies of the General Plan:

ECONOMIC DEVELOPMENT ELEMENT

Goal ED1: To create in El Segundo a strong, healthy economic community in which all diverse stakeholders may benefit.

Policy ED1-1.1: Maintain economic development as one of the City's and the business and residential communities' top priorities.

Policy ED1-1.2: Focus short-run economic development efforts on business retention and focus longer-run efforts on the diversification of El Segundo's economic base in order to meet quality of life goals.

Objective ED1-2: Center diversification efforts on targeted industries that meet the City's criteria for job creation, growth potential, fiscal impact, and fit with local resources.

Policy ED1-2.1: Seek to expand El Segundo's retail and commercial base so that the diverse needs of the City's business and residential communities are met.

Policy ED1-2.2: Maintain and promote land uses that improve the City's tax base, balancing economic development and quality of life goals.

Goal ED2: To provide a supportive and economically profitable environment as the foundation of a strong local business community.

Policy ED2-1.3: Develop a framework within which interested groups can work together on matters of common interest related to economic growth, its orderly management, and the resolution of attendant problems to improve the City's business climate.

LAND USE ELEMENT

Goal LU4: Provide a stable tax base for the City through development of new commercial uses, primarily within a mixed-use environment, without adversely affecting the viability of Downtown.

Objective LU4-1: Promote the development of high quality retail facilities in proximity to major employment centers.

Policy LU4-3.1: Encourage retail uses, where appropriate, on the ground floor of Urban Mixed-Use and corporate offices with other uses above.

Policy LU4-3.2: Encourage mixed-use developments within one-quarter mile of the Green Line Stations.

Objective LU4-4: Provide areas where development has the flexibility to mix uses, in an effort to provide synergistic relationships which have the potential to maximize economic benefit, reduce traffic impacts, and encourage pedestrian environments.

Policy LU4-4.1: Policies and zoning regulations shall be developed to help guide the development of commercial activities within mixed-use projects.

Policy LU4-4.4: Promote commercial uses, in conjunction with other uses, in buildings within a quarter-mile walking radius of the Green Line Stations.

Policy LU4-4.6: Promote mixed-use development near transit nodes and encourage modes of transportation that do not require an automobile.

Goal LU5: Retain and attract clean and environmentally safe industrial uses that provide a stable tax base and minimize any negative impact on the City.

Objective LU5-1: Attract the kinds of industrial uses which will be economically beneficial to the community as well as enhance the environmental quality of the City.

Objective LU5-2: Encourage the construction of high-quality, well designed industrial developments through adoption of property development standards and provisions of community services and utilities.

Policy LU5-2.1: New industrial developments shall provide landscaping in parking areas and around the buildings. This landscaping is to be permanently maintained.

Policy LU5-2.5: Employee recreational facilities shall be provided by the employer for large industrial developments.

Objective LU5-4: Preserve and maintain a balanced and diversified industrial base.

Objective LU5-6: Encourage a mix of office and light industrial uses in industrial areas.

Policy LU6-1.1: Continue to provide uniform and high quality park and recreational opportunities to all areas of the City, for use by residents and employees.

CIRCULATION ELEMENT

Goal C1: Provide a safe, convenient, and cost-effective circulation system to serve the present and future circulation needs of the El Segundo community.

Policy C1-1.8: Provide all residential, commercial, and industrial areas with efficient and safe access to the major regional transportation facilities.

Policy C1-1.9: Provide all residential, commercial, and industrial areas with efficient and safe access for emergency vehicles.

Goal C2: Provide a circulation system that incorporates alternatives to the single-occupant vehicle, to create a balance among travel modes based on travel needs, costs, social values, user acceptance, and air quality considerations.

Objective C2-1: Provide a pedestrian circulation system to support and encourage walking as a safe and convenient travel mode within the City's circulation system.

Policy C2-1.3: Encourage new developments in the City by participating in the development of the citywide system of pedestrian walkways and require participation funded by the Project developer where appropriate.

Policy C2-1.4: Ensure the installation of sidewalks on all future arterial widening or new construction projects, to establish a continuous and convenient link for pedestrians.

Objective C2-2: Provide a bikeway system throughout the City to support and encourage the use of the bicycle as a safe and convenient travel mode within the City's circulation system.

Policy C2-2.1: Implement the recommendations on the Bicycle Master Plan contained in the Circulation Element, as the availability arises; i.e., through development, private grants, signing of shared routes.

Policy C2-2.2: Encourage new development to provide facilities for bicyclists to park and store their bicycles and provide shower and clothes hanging facilities at or close to the bicyclist's work destination.

Policy C2-2.6: Encourage design of new streets with the potential for Class I or Class II bicycle routes that separate the automobile, bicycle, and pedestrian to the maximum extent feasible.

Policy C2-2.8: Evaluate bikeway system links with the Metro Green Line rail stations and improve access wherever feasible.

Policy C3-1.8: Require the provision of adequate pedestrian and bicycle access for new development projects through the development review process.

OPEN SPACE AND RECREATION ELEMENT

Goal OS1: Provide and maintain high quality open space and recreational facilities that meet the needs of the existing and future residents and employees within the City of El Segundo.

Objective OS1-3: Provide recreational programs and facilities for all segments of the community.

Policy OS1-3.4: Encourage commercial recreational uses to locate in El Segundo.

CONSERVATION ELEMENT

Goal CN2: Assist in the maintenance of a safe and sufficient water supply and distribution system that provides for all the water needs within the community.

Policy CN2-7: Require new construction and development to incorporate the principles and practices of sound landscape design and management, particularly those conserving water and energy.

Policy CN2-11: Encourage, whenever appropriate and feasible, development techniques which minimize surface run-off and allow replenishment of soil moisture. Such techniques may include, but not be limited to, the on-site use and retention of storm water, the use of pervious paving material (such as walk-on-bark, pea gravel, and cobble mulches), the preservation of vegetative covers, and efficiently designed and managed irrigation systems.

Goal CN5: Develop programs to protect, enhance, and increase the amount and quality of the urban landscape to maximize aesthetic and environmental benefits.

Policy CN5-8: Increase the quantity of plant material to:

- Increase filtration of airborne particulate matter
- Increase oxygen production
- Provide carbon storage
- Reduce the solar heat load on structures and heat gain from paved surfaces
- Increase the percolation of water into soil

- Decrease run-off and evapotranspiration

Policy CN5-10: Develop standards, procedures, and guidelines for sound landscape design and management. Incorporate these standards, procedures, and guidelines, including conservation concepts, into the City's review and approval process for residential and non-residential projects.

AIR QUALITY ELEMENT

Goal AQ4: Reduce Motorized Transportation

Policy AQ4-1.1: It is the policy of the City of El Segundo that the City actively encourage the development and maintenance of a high quality network of pedestrian and bicycle routes, linked to key locations, in order to promote non-motorized transportation.

NOISE ELEMENT

Goal N1: Encourage a high quality environment within all parts of the City of El Segundo where the public's health, safety, and welfare are not adversely affected by excessive noise.

Objective N1-1: It is the objective of the City of El Segundo to ensure that City residents are not exposed to mobile noise levels in excess of the interior and exterior noise standards or the single event noise standards specified in the El Segundo Municipal Code.

Policy N1-1.4: Consider noise impacts from traffic arterials and railroads, as well as aircraft, when identifying potential new areas for residential land use.

Objective N1-2: It is the objective of the City of El Segundo to ensure that City residents are not exposed to stationary noise levels in excess of El Segundo's Noise Ordinance standards.

PUBLIC SAFETY ELEMENT

Goal PS1: Protect the public health and safety and minimize the social and economic impacts associated with geologic hazards.

HAZARDOUS MATERIALS AND WASTE MANAGEMENT ELEMENT

Goal HM1: Protect health and safety of citizens and businesses within El Segundo and neighboring communities.

Goal HM3: Ensure compliance with State laws regarding hazardous materials and waste management.

Goal HM4: Assist in meeting State, Federal, and County hazardous materials and waste management goals, as these are consistent with City goals.

Goal HM5: Assist in meeting State and County goals to reduce hazardous waste generation to the maximum extent possible.

Goal HM8: Maintain the economic viability of the City of El Segundo.

Policy HM8-1: Promote continuous updating of business plans by companies in the City.

D. ENTITLEMENTS

The following entitlements are required in conjunction with this Specific Plan (SP No. 11-01):

- General Plan Amendment No.11-01 to change the land use designation from Light Industrial, Public Facility and Open Space to El Segundo South Campus Specific Plan with an accompanying Land Use map change.
- Zone Text Amendment No. 11-01 to: 1) add “El Segundo South Campus Specific Plan” to El Segundo Municipal Code (“ESMC”) §15-3-1; and 2) add a new ESMC §15-3-2(A)(8) “El Segundo South Campus Specific Plan.”
- Zone Change No. 11-02 to rezone the property from Light Manufacturing, Open Space and Public Facility to El Segundo South Campus Specific Plan.
- Development Agreement No. 11-02 between the City of El Segundo and Raytheon Company.
- Vesting Tentative Map # 71551 – dividing the Specific Plan Area into 26 individual lots.

Findings justifying the General Plan Amendment and Zone Change include:

1. The Specific Plan designation is intended to provide more flexibility for the development of a master-planned Campus that will be constructed in several phases.
2. The primary objective of the Specific Plan is to provide for superior, more comprehensive, site planning of the Campus.
3. Uses permitted within the Campus are consistent with prior zoning and compatible with adjacent uses.

E. EXISTING LAND USES

The City of El Segundo has distinctive land use patterns, which are divided into four quadrants by the intersection of Sepulveda Boulevard and El Segundo Boulevard. Compatibility of an individual land use is determined mainly by its relationship to other uses within its quadrant. The El Segundo South Campus Specific Plan area is located in the southeastern quadrant of the City of El Segundo, which is east of Sepulveda Boulevard and south of El Segundo Boulevard. The design and implementation of this Specific Plan relate directly to its position within this larger context.

The southeast quadrant of the City is primarily designated for light industrial which allows a mixture of industrial and office uses. This quadrant also contains a commercial region which is home to the retail development of Plaza El Segundo, an approximately 388,000 square foot lifestyle retail center. The northeast quadrant of the City lies directly across El Segundo Boulevard and consists primarily of corporate office and urban mixed uses which allow for office and commercial uses. The southwest quadrant of the City lies directly across Sepulveda Boulevard and consists primarily of oil refinery/heavy industrial use. A multimedia zone overlies both the southeast and northeast quadrants of the City. Before the adoption of the El Segundo South Campus Specific Plan (ESSC-SP) the property was designated primarily as Light Industrial in the General Plan Land Use Element with Light Industrial zoning.

Adjacent land uses include the following:

- North: Across El Segundo Boulevard, include mid- and high-rise office buildings with multi-story parking structures and a hotel. LAX is located approximately 1.0 mile north of the Campus.
- East: The adjacent land uses to the east include the elevated MTA Green Line and a variety of one and two story industrial uses along Coral Circle. The El Segundo Boulevard Green Line station is located at the northeast corner of the Campus.
- South: A Union Pacific Railroad spur line lies immediately to the south and further to the south, the Plaza El Segundo commercial center. Immediately to the southwest of the Campus is a City of El Segundo Stormwater retention basin and to the west of that are public storage units and a Federal Express distribution facility.
- West: Land uses to the west include the El Segundo Municipal Golf Course and the West Basin Municipal Water District Water Recycling Facility. The Chevron Refinery is located across Sepulveda Boulevard.

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III. LAND USE PLAN

The Raytheon campus has been in place since the 1970s and has been modified and expanded several times as the need arose. The existing Campus includes 1,802,513 square feet of mixed development on the site's 142.28 gross acres, 13,624 square feet of which would be demolished as part of the land use program. The project area, excluding the right-of-way of El Segundo Boulevard, is 137.06 acres.

A. DEVELOPMENT CONCEPT

The Specific Plan establishes the general type, parameters and character of the development in order to develop an integrated Campus that is also compatible with the surrounding area. The Campus' proximity to freeways, major arterials, and the Metro Rail makes the Campus an ideal location for the expansion of uses and is consistent with the City's desire to facilitate economic development in El Segundo.

The El Segundo South Campus Specific Plan development concept provides flexibility for Raytheon to either expand its existing operations or develop a mixed-use project that would be compatible with the existing Raytheon Campus facilities and operations. On an overall basis, the maximum development potential within the 142.28 acre campus is based upon a floor area ratio (FAR) of 0.60, resulting in a maximum development intensity of 3,718,889 net square feet. Development of individual parcels may exceed 0.60 FAR as noted in the sections below.

In order to allow for maximum flexibility within the Specific Plan area, a Mixed Use concept is utilized, with mechanisms in the Specific Plan's Development Regulation to allow for transfers between land use types and planning areas, subject to the following requirements:

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

Floor Area. For purposes of this Specific Plan, application of a floor area ratio results in net building square footage. Gross floor area is the sum of the net floor area plus an additional twelve percent (12%) of net floor area. The purpose of evaluating individual buildings proposed within the Specific Plan area net floor area is defined in section VI.B.5.c of this Specific Plan.

B. LAND USE PLAN

The El Segundo South Campus Specific Plan is based upon the following land uses (refer to Exhibit 5, *Land Use Plan*):

1. Commercial/Office Mixed Use (CMU)

The Commercial/Office Mixed Use (CMU) land use designation is located on parcels fronting onto El Segundo Boulevard, consisting of lots 2, 3, 4, 14, 15, and 16, and totaling approximately 24 acres. The CMU area allows for a wide range of office and commercial uses consistent with the existing and planned Campus. However this area's frontage on El Segundo Boulevard is most appropriate for commercial land uses such as office, retail, restaurants, and fitness centers which require more visibility and the potential to attract users from outside the Raytheon Campus.

The specific uses are limited in this land use category as shown in the Specific Plan's development regulations in order to provide an aesthetically pleasing frontage to the Campus along this high visibility corridor.

Anticipated floor area ratios along this frontage range from 0.25-1.81. Table III-1 shows one potential scenario, based upon the conceptual site plan shown in Exhibit 6, *Conceptual Site Plan*.

2. Office/Industrial Mixed Use (O/I MU)

The Office/Industrial Mixed Use (O/I MU) land use designation is comprised of the balance of the development areas of the site, including the existing Raytheon Campus buildings. This consists of lots 1, 5, 6, 7, 8, 9, 10, 12, 13, 17 and 18 and totals approximately 86.62 acres. This designation includes a full range of commercial, office, warehousing, and light industrial land uses, allowing for new light industrial/R&D, office, and commercial uses consistent with the existing Campus. This range of uses would facilitate an expansion of the existing Campus or the sale of parcels for development by others.

Anticipated floor area ratios range from 0.22-2.2. Table III-1 shows one potential scenario, based upon the conceptual site plan shown in Exhibit 6, *Conceptual Site Plan*.

The existing Raytheon Campus facility is located in the central portion of the Office/Industrial Mixed Use area. This facility may continue to be fenced and gated to secure its perimeter.

3. Recreation/Open Space (REC/OS)

The Recreation/Open Space category includes the Project's private recreation facility, identified as Lot 11 on Exhibit 6, as well as several small remnant and potential right-of-way parcels along the properties eastern (Lots 20, 22, 23, and 24) and western (Lot 26) edge, as shown on Exhibits 6 and 7).

The Specific Plan recreation facility includes 7.54 acres of private outdoor recreational facilities for Raytheon employees. A field house building including showers, lockers and restrooms would be provided as a required facility but is not counted as part of the Project's FAR and square footage cap.

The recreation facilities provided on site must include at least three of the following:

- Fields for baseball, soccer and/or other team sports
- Tennis courts
- Basketball courts
- Handball courts
- Volleyball courts

Table III-1, *Land Use Summary*, shows the anticipated scenario for the Project's land use mix.

**Table III-1
Land Use Summary**

Land Use	Building Area (Net) (square feet)	Building Area (Gross) (square feet)
New Development		
Office	1,565,000	1,752,800
Warehouse/Storage	82,000	91,840
Light Industrial	150,000	168,000
Commercial	133,000	148,960
Subtotal New Development	1,930,000	2,161,600
Existing Campus Uses¹	1,788,889	2,069,947
Total Campus Development	3,718,889	4,231,547

¹ Buildings scheduled for demolition are E-20, E-21, E-23, and E-24 (refer to Exhibit 4); already excluded from Existing Campus Uses.

Table III-2, *Land Use – Project Development Scenario*, show a potential implementation of the uses and standards of this Specific Plan based upon the vesting map and the Conceptual Site Plan shown in Exhibit 6, *Site Plan*. Ultimate land use would be determined at the time of site plan submittal for a specific parcel, subject to the development standards and permitted uses outlined in Section VI, *Development Standards*, and analysis of compliance with overall FAR and trip budget limitations.

**Table III-2
Land Use – Project Development Scenario**

Parcel	Use	Acreage	Building Area (Net)	Building Area (Gross) ²	Assumed FAR ³
Commercial/Office Mixed Use (CMU)					
2	Office	<u>4.85</u>	380,040	<u>425,645</u>	<u>1.80</u>
3	Office	2.57	191,540	<u>214,525</u>	1.71
4	Office	5.20	191,540	<u>214,525</u>	<u>0.85</u>
15	Commercial	3.99	46,000	51,520	0.26
16	Commercial	<u>3.35</u>	37,000	41,440	0.25
Subtotal		<u>19.97</u>	846,120	<u>947,654</u>	<u>0.97</u>
Office/Industrial Mixed Use (O/I MU)					
1	Office	<u>10.01</u>	191,540	<u>214,525</u>	0.44
5	Existing	<u>4.38</u>	67,465	82,412	<u>0.35</u>
6	Warehouse Light Ind.	<u>4.57</u>	82,000 150,000	91,840 168,000	<u>1.17</u>
7	Office	<u>5.71</u>	163,840	183,500.8	<u>0.66</u>
8	Office	<u>8.07</u>	163,840	183,500.8	<u>0.47</u>
9	Office	<u>2.79</u>	160,840	<u>180,141</u>	<u>1.32</u>
12	Existing	<u>7.78</u>	53,934	82,798	0.16
13	Office	<u>2.71</u>	121,820	136,438.4	1.03
14	Office	<u>3.93</u>	<u>50,000</u>	<u>56,000</u>	<u>0.29</u>
17	Existing	<u>22.32</u>	996,871	1,121,048	1.03
18	Existing	<u>18.41</u>	670,619	783,689	0.84
Subtotal		<u>90.67</u>	2,822,769	<u>3,283,892.6</u>	<u>0.73</u>
TOTAL DEV		110.62	3,718,889⁴	4,231,547	0.77
19-26	Roads/OS	<u>18.25</u>	--	--	--
Recreational/Open Space					
10	Recreation	3.47	<u>0</u>	<u>0</u>	<u>0</u>
11	Recreation	<u>3.88</u>	<u>0</u>	<u>0</u>	<u>0</u>
Subtotal		<u>7.34</u>	<u>0</u>	<u>0</u>	<u>0</u>
El Segundo Blvd. New Dedication	Road and Bike Path	0.83	--	--	--
El Segundo Blvd. Existing Dedication	Road	5.22	--	--	--
TOTAL		142.28			0.60

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

³ FAR calculation yields a net building area.

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

Trip Ceiling. A Trip Budget tracking system is a mechanism for managing the forecast vehicular trips generated by the land use mix identified in Tables III-1 and III-2. The Trip Budget is defined in Appendix “A” of this Specific Plan and is outlined in Table III-3 below.

The purpose of the system is to ensure that development can be accommodated within the planned roadway capacity of the on-site and off-site roadway systems and to allow maximum flexibility of land uses in keeping with the market and ongoing Raytheon facilities requirements.

The basis for the trip budget is the specification of a mix of uses within the Specific Plan area. The budget establishes a baseline capacity of trips. Using assumed traffic generation rates for the uses anticipated within the Project, the number of trips that would be generated at build-out of the plan was estimated.

**Table III-3
Project Trip Ceiling
for trips associated with new development
within the ESSCSP area.**

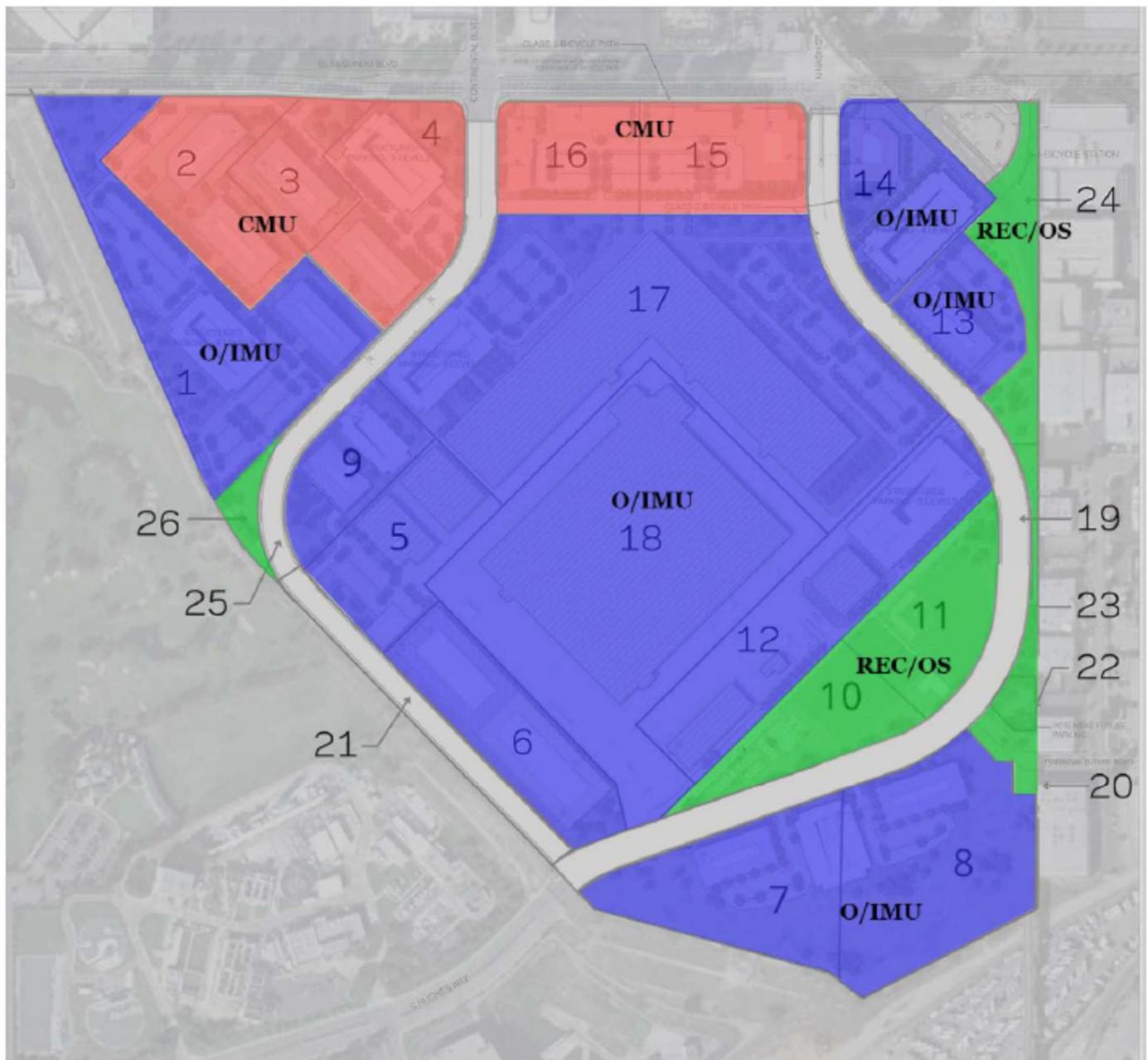
AM Peak Hour Trips		
In	Out	Total
2634	408	3042

PM Peak Hour Trips		
In	Out	Total
631	2489	3120

Total Daily Trips
26, 585

If a different mix of land uses is proposed at the time of Site Plan review, a trip budget table and analysis would be provided as part of the Project submittal to allow for:

- Confirmation that the proposed mix of uses falls within the maximum trip allowance; and
- City tracking of the land use mix within the Project.



- Commercial / Office Mixed Use
- Office / Industrial Mixed Use
- Recreation / Open Space

EXHIBIT 5
LAND USE PLAN
Amended per CC Resolution No. 5291
Amended per CC Resolution No. 1658
Amended per CC Resolution No. 5518



EXHIBIT 6
CONCEPTUAL SITE PLAN
Revised per CC Resolution No. 5291

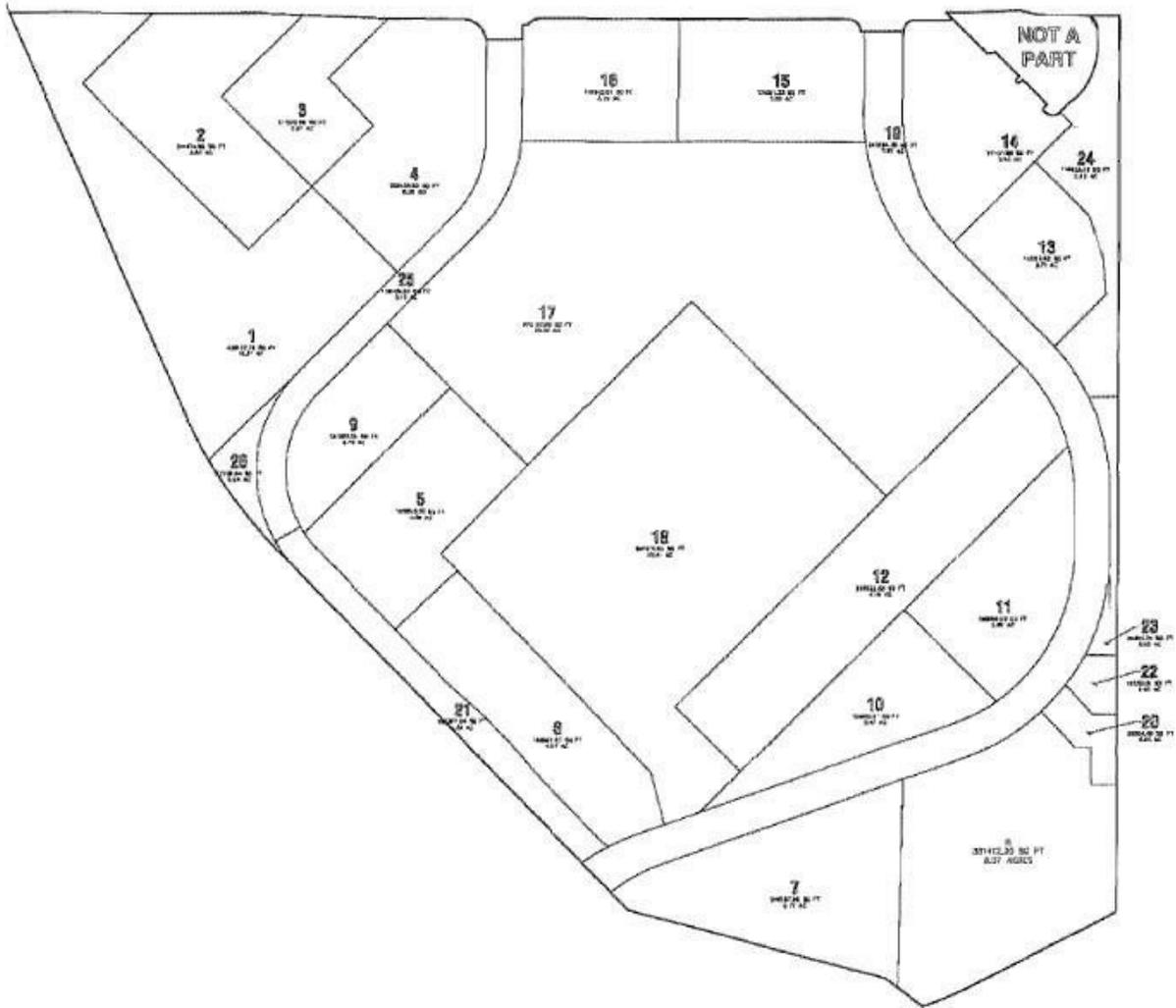


EXHIBIT 7
VESTING TENTATIVE MAP #83507
 Revised per CC Resolution No. 5291

C. PHASING

Development starts and occupancy rates are not mandated by any phasing schedule. Development will be dictated by market demand and phased accordingly. The conceptual phasing schedule identified below is a best estimate for planning purposes only.

**Table III-4
Phasing**

Land Use	2013	Phase I Opening 2015	Phase II 2016 - 2022	Buildout
Office	-	0	1,752,800	1,752,800
Warehouse	-	0	91,840	91,840
Industrial	-	0	168,000	168,000
Retail/Restaurant	-	92,960	56,000	148,960
Total	-	92,960	2,068,640	2,161,600
Note: Phase 1 is a commercial development site bounded by El Segundo Boulevard, the future extension of Nash Street, and future extension of Continental Boulevard, illustrated at lots 15 and 16 and identified as CMU district in Land Use Exhibit 5.				

D. CIRCULATION PLAN

Regionally, the Campus is accessible from the San Diego freeway (405), Century Freeway (105), the Metro Green Line, and the major arterials of El Segundo Boulevard and Sepulveda Boulevard. The Campus is directly accessible from El Segundo Boulevard at the intersections of Continental Boulevard and Nash Street and is accessible off of Sepulveda Boulevard via Hughes Way. There is a third access point located adjacent to the El Segundo Boulevard Metro Green Line station. However, that access is gated. The internal circulation system of the Campus is currently private and access is controlled by fencing, guard stations, and gates.

The development of the Specific Plan must provide for an efficient, internal roadway system that will facilitate on-site circulation and parking. Access will be provided for emergency vehicles and development within the Campus will provide infrastructure and facilitate access for various modes of travel including automobiles, transit, bicycles, and pedestrian. Connectivity in this part of the City will also be provided in accordance with the City's General Plan. Pedestrian and handicap access must be provided between buildings, to key elements in the surrounding area, and to the nearby MTA Green Line station.

VEHICULAR CIRCULATION

El Segundo Boulevard. El Segundo Boulevard is an existing public arterial that abuts the property on its northern edge. An off-street "Class I" bicycle path will be designed and constructed consistent with the requirements of the South Bay Bicycle Master Plan. The bicycle path may diverge from running parallel to El Segundo Boulevard near the overhead green line overhead alignment and enter the El Segundo Green Line Station south of any obstructions created by the supports for the Green Line's elevated track.

A limited number of additional curb cuts may be allowed along El Segundo Boulevard to provide direct access to the Campus, subject to the approval of the Director of Planning and Building Safety and Director of Public Works as part of site plan review.

Hughes Way/Nash Street Extension. With the development of the Specific Plan, Hughes Way will be connected with Nash Street through the south and eastern portions of the Campus (Parcel 19). The street will be dedicated to the City for public right-of-way purposes as a Secondary Arterial with a right-of-way width of 100 feet, including a 22-foot wide raised landscaped median. Hughes Way extension will include a 6-foot wide on-street “Class II” bicycle lane consistent with the South Bay Bicycle Plan. This street must be completed before a certificate of occupancy is issued for any use which would cause the new development trip cap of 89 a.m. peak hour, 225 p.m. hour peak trips or 3775 daily trips to be exceeded.

The circulation pattern provides for future connection from the Nash Street extension to Coral Circle (an easement through Parcels 20 and 22) and provides for additional parking for the Coral Circle businesses (Parcels 20 and 22). 20-year irrevocable offers of dedication to Parcels 20 and 22 must be offered and may be accepted by the City at such time as the City acquires access rights from the affected businesses along Coral Circle and enters into a contract for the construction of the connecting street.

Continental Boulevard. The Circulation Plan calls for the extension of Continental Boulevard, along the southwestern boundary lines, to its connection with Hughes Way. This street will initially be private and gate controlled until such time as the first parcel taking access from the road is either sold or leased for use by non-Raytheon parties. At that time a portion of the road (Parcel 21 or Parcel 25 or both) will be opened to public access either through dedication to the City or recordation of a public access easement. Continental Boulevard is designed as a Collector Street with a right-of-way width of 80 feet, and a 14-foot raised median.

At the point where the future Continental Boulevard turns from an east-west direction to a north-south direction, a parcel has been created (Parcel 26) which will allow access to the adjacent golf course. Raytheon will provide a 20-year irrevocable offer of dedication for this parcel. This dedication may be accepted by the City at such time the City permits circulation through the adjacent golf course and Continental Boulevard is made accessible to the public.

Until such time as a street is accepted by the City, the street may be fenced, guarded or gated. However, perimeter security will be relocated so as to provide unfettered access to all public streets.

NON-VEHICULAR CIRCULATION

Three non-vehicular circulation components are included within the Campus:

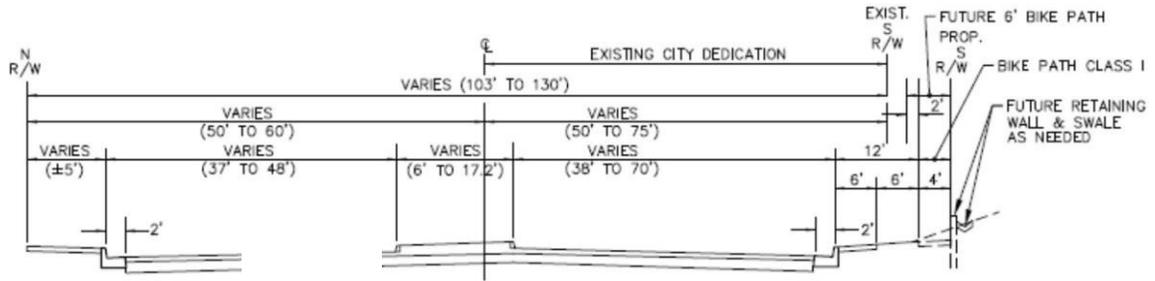
- A 6-foot wide Class I bicycle path (4-foot one way path with 2-foot shoulder) is required to be installed in a dedicated public easement adjacent to El Segundo Boulevard (consistent with the South Bay Bicycle Plan). This path is illustrated in the Landscape portion of the Specific Plan Design Guidelines.

- A 6-foot wide Class II, on-street bicycle lane is included within the right-of-way of the Hughes/Nash Street extension on each side of the street.
- A pedestrian access easement across one or a combination of parcels 13, 14 and/or parcel 24 of Vesting Map 71551 is required to allow direct pedestrian access to the Green Line Station.

Improved bicycle parking facilities will be located at either the Metro Green-line station or on-site, on land reserved for secured bicycle parking in close proximity to the Green-line station. This facility, at a minimum, will include fully enclosed, secured parking for bicycles. The station could also include other amenities for cyclists, such as: staffing, repair facilities, sales of bicycle related materials, changing and or shower facilities, bicycle rental and/or bicycle sharing facilities.

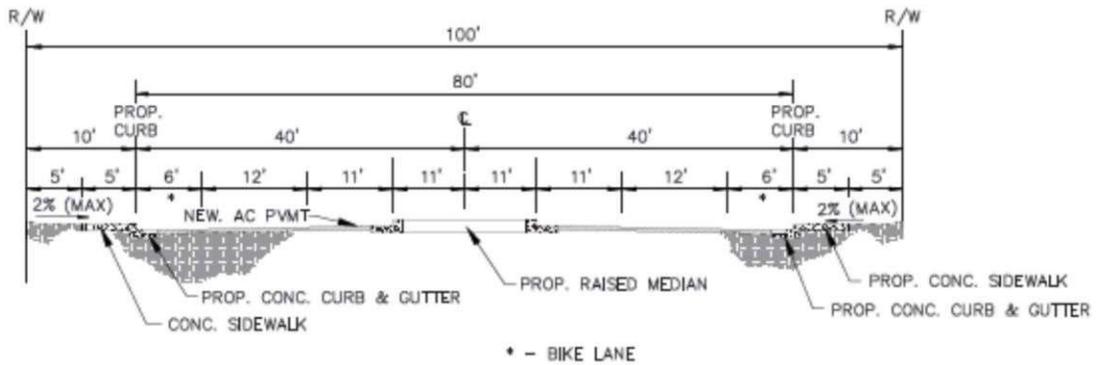
E. GRADING CONCEPT

Site grading will require cut and fill to create building pads. The grading is expected to be balanced on-site. Final grading plans will be approved by the City Engineer before the City issues a grading permit.



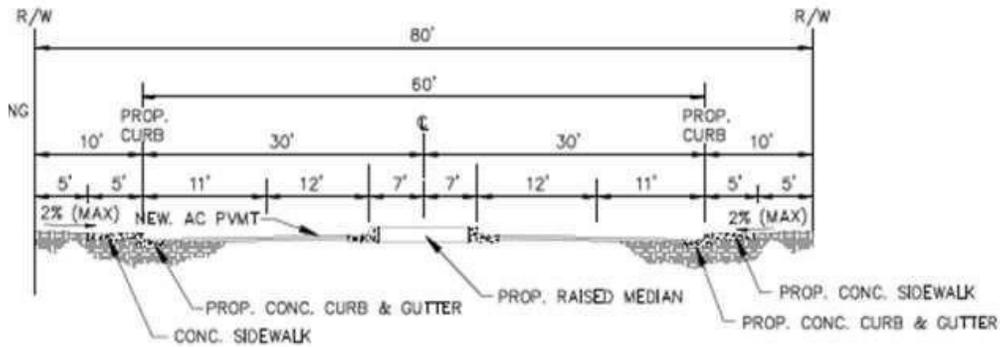
**EXISTING EL SEGUNDO BLVD.
 AND PROPOSED DEDICATION**

SCALE: NTS



TYPICAL SECTION: SECONDARY ARTERIAL STREET

SCALE: NTS



TYPICAL SECTION: COLLECTOR STREET

SCALE: NTS

IV. EXISTING UTILITIES AND INFRASTRUCTURE

The following is a summary of existing and proposed public infrastructure for development of the site. Some private infrastructure may be converted to public infrastructure where appropriate and if the City of El Segundo approves. All infrastructure will be constructed in accordance with the standards of the governing agency.

A. WATER SERVICE

EXISTING CONDITION

Water utility service is provided by the City of El Segundo and is currently available within the Campus. Water is purchased through West Basin Municipal Water District which is a member of The Metropolitan Water District of Southern California.

The current points of connection to the public water system are near the midpoint of the northern and midpoint of the eastern property line. Connection is made with 12-inch service laterals to an existing 27-inch diameter City of El Segundo water main line.

Water for fire suppression is provided by on-site building sprinklers and fire hydrant(s) and from off-site fire hydrants located on El Segundo Boulevard.

PROPOSED CONDITION

The existing and future water service must be provided through a future public line or a private line with private easement serving each lot. Location of lines in public streets is the preferred condition; where a public main line serving multiple lots is not within a public street, an easement must be granted to the City for access and maintenance. Points of connection will be based on the City of El Segundo's approval and may include connections to existing 27-inch water main line in El Segundo Boulevard, an existing 10-inch public water service in Hughes Way, or an existing 27-inch public water service which lies within an existing City easement along the east side of the site. Future water service points of connection will need to be provided to existing Raytheon buildings to remaining and future buildings. A Conceptual Water Utility Plan has been developed for the Specific Plan Area (refer to Exhibit 8, *Water Plan*).

Fire flows for future construction will be based on County of Los Angeles Fire Department Land Development Unit standards, requiring up to 5,000 gallons per minute (gpm) at 20 psi residual pressure for up to a five-hour duration. Final fire flows will be based on specific building design details.

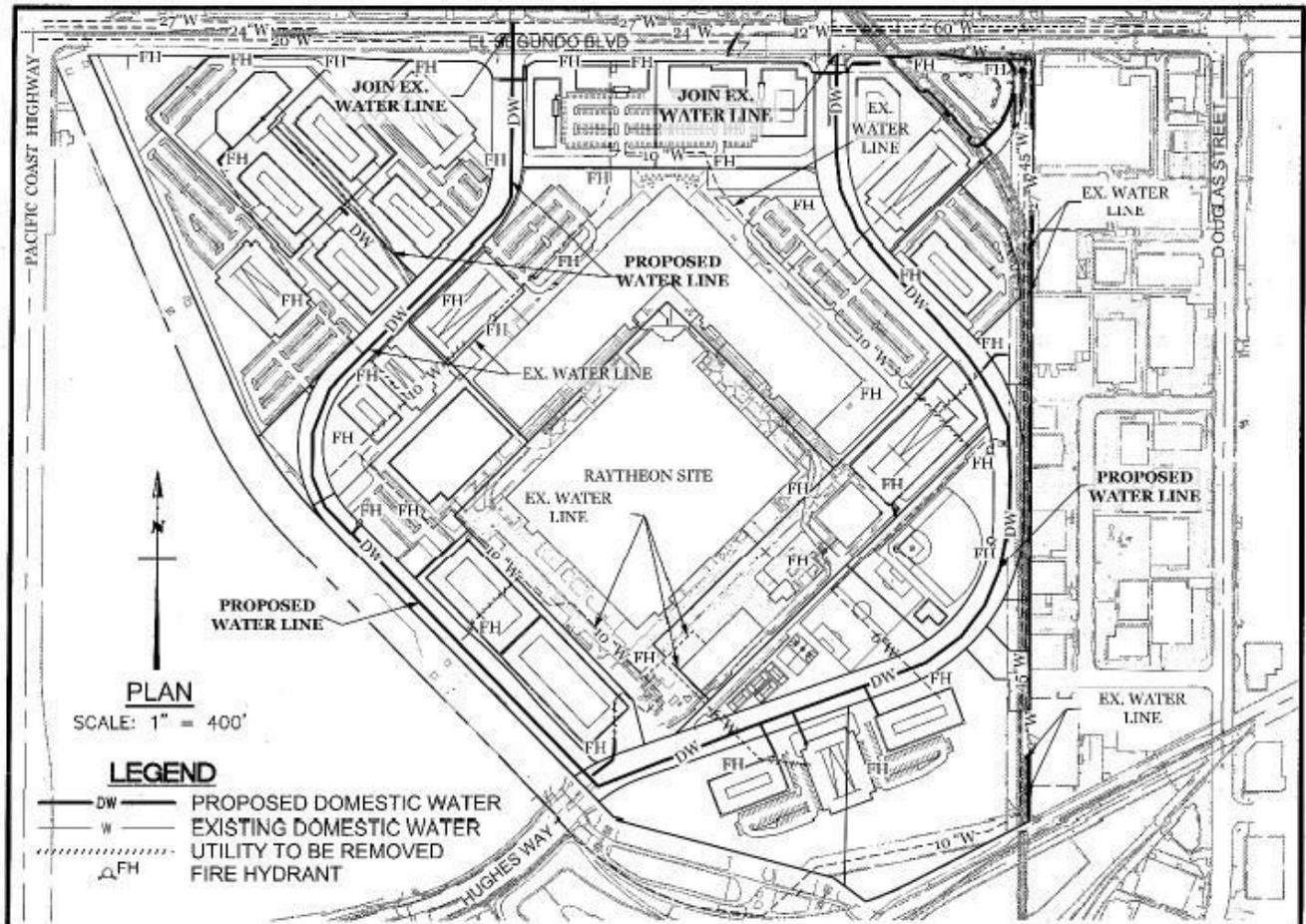


EXHIBIT 8
CONCEPTUAL WATER PLAN
Source: Psomas
Revised per CC Resolution No. 5291

B. RECLAIMED WATER

EXISTING CONDITION

Reclaimed water utility service is provided by the West Basin Municipal Water District from a treatment plant just west of the Campus and is already being used for landscaping the Campus. A current point of connection to the reclaimed water system for irrigation of landscaping along El Segundo Boulevard is along El Segundo Boulevard at Continental Boulevard. Connection is made with a 6-inch service lateral to an existing 42-inch diameter West Basin reclaimed water main line.

A sewer study was prepared by Psomas for the Specific Plan, dated September 2012. Please refer to the full study for technical details on potential reclaimed water usage.

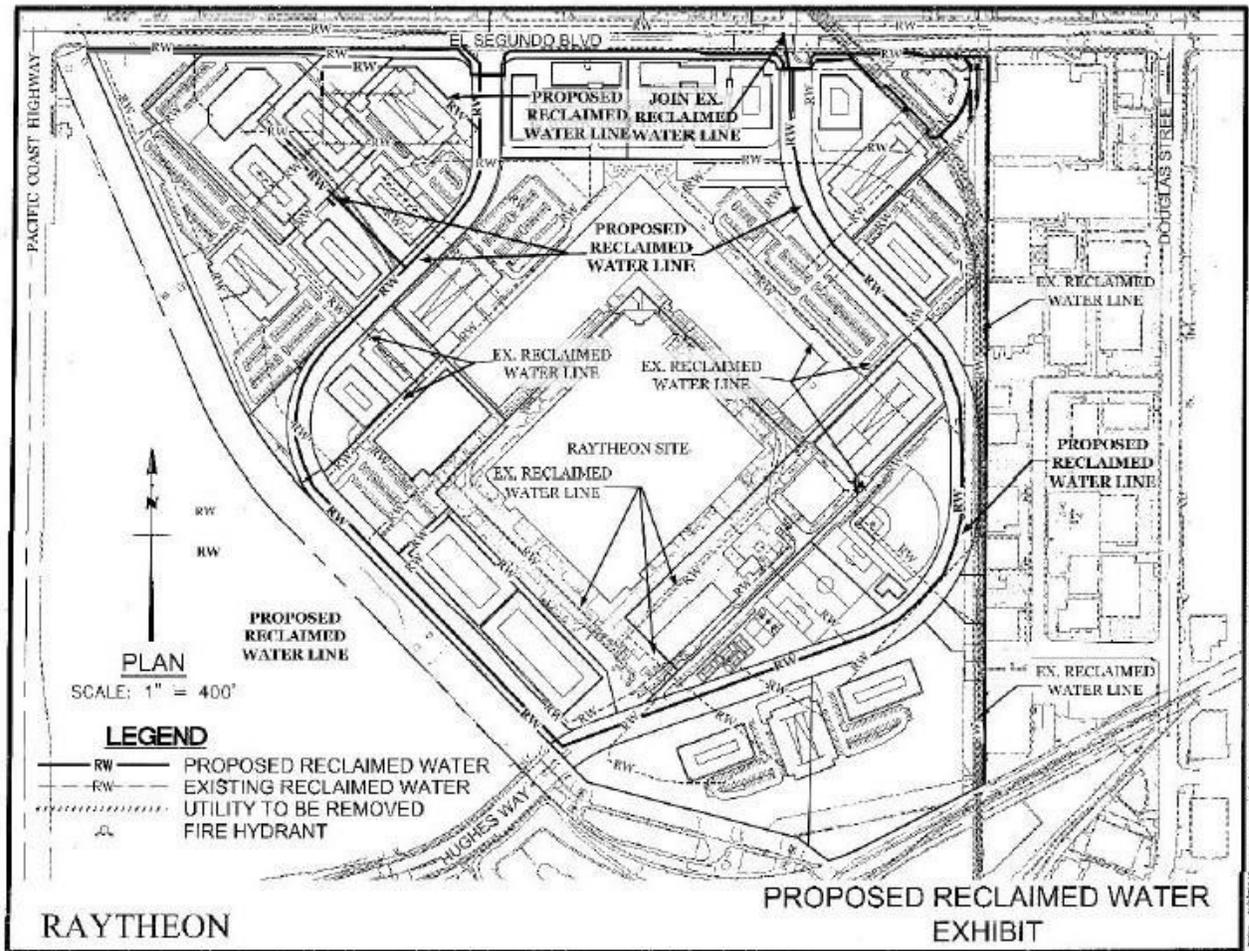
PROPOSED CONDITION

The existing and future reclaimed water service must be provided through a future public main line or a private line with private easement serving each lot. Location of lines in public streets is the preferred condition; where a public main line serving multiple lots is not within a public street, an easement will be granted to the City for access and maintenance. Points of connection will be based on West Basin Municipal Water District's and the City of El Segundo's input and may include connections to an existing 8-inch reclaimed water service in Hughes Way and/or to an existing 42-inch reclaimed water line in El Segundo Boulevard. New service points of connection will need to be provided to the new parcels within the Campus. A Conceptual Reclaimed Water Utility Plan has been developed for the Specific Plan area (refer to Exhibit 9, *Reclaimed Water Plan*).

C. SEWER SERVICE

EXISTING CONDITION

Sewer utility service is provided by the City of El Segundo and County Sanitation District of Los Angeles County and is currently available within the Campus. The Raytheon Campus presently includes an 18-inch sewer line which connects to an existing 21-inch trunk sewer near the southeast corner of the site. This trunk sewer continues northeasterly to Douglas Street, turns southerly along Douglas Street to Alaska Avenue, runs easterly in Alaska Avenue to Hawaii Street and runs southeasterly in Hawaii Street to Aviation Boulevard where it increases to a 24-inch trunk, runs southerly for a short distance and then connects to the Los Angeles County Sanitation District trunk in Aviation. From research of existing sewer plans, there are no connections to this trunk sewer through this entire alignment as smaller, parallel lines collect all the sewage from the parcels along this alignment. An existing 10-inch and 15-inch sewer line is also present in El Segundo Boulevard generally east of Nash Street.



**EXHIBIT 9
CONCEPTUAL RECLAIMED WATER PLAN**

Source: Psomas

Revised per CC Resolution No. 5291

PROPOSED CONDITION

The existing and future sewer service must be provided through a future public sewer line or a private line with private easement serving each lot. Location of lines in public streets is the preferred condition; where a public main line serving multiple lots is not within a public street, an easement must be granted to the City for access and maintenance. Points of connection will be based on the City's approval and may include connections to an existing 21-inch sewer located at the southeast corner of the site and/or the existing sewer in El Segundo Boulevard. To serve the new Project, approximately 8,000 linear feet of new public sewer is anticipated to be constructed within the Project boundary. A conceptual sewer plan has been developed for the Specific Plan area (refer to Exhibit 10, *Sewer Plan*).

D. DRAINAGE

EXISTING CONDITION

A drainage study was prepared by Psomas for the Specific Plan, dated September 2012. Please refer to the full study for technical details.

The area drains in a northwest to southeast direction. Current points of connection to the City's public drainage system exist at multiple locations along the eastern and southern Raytheon property lines. The City's public drainage system consists of variable diameter (96 to 108 inches) reinforced concrete pipe (RCP) storm drain. The public main lines discharge into an existing City of El Segundo retention and infiltration basin just south of the Raytheon site. Existing storm water quality currently goes untreated on-site. However, downstream of the Project site runoff drains to the City of El Segundo retention and infiltration basin where it is captured and infiltrated.

Federal Emergency Management Agency (FEMA) map #06037C1770F shows this Project site is located within Zone X, which is described to be an area determined to be outside of the 0.2% annual chance floodplain. There are no Special Flood Hazards on-site.

PROPOSED CONDITION

Relatively minor off-site flows from El Segundo Boulevard and the property to the south will continue unobstructed to combine with on-site flows. The Project area will continue to drain in its existing northwest to southeast direction. Reconfiguration of site roadways and the replacement of existing buildings and surface parking lots with new buildings and parking lots/structures will result in changes to drainage patterns and amounts of impervious surfaces. However, proposed drainage sub-areas will closely match existing sub-areas in area, and potential increases in surface runoff will be mitigated by Project design features. The average imperviousness of the site is expected to decrease from 79.5% to 70.0%.

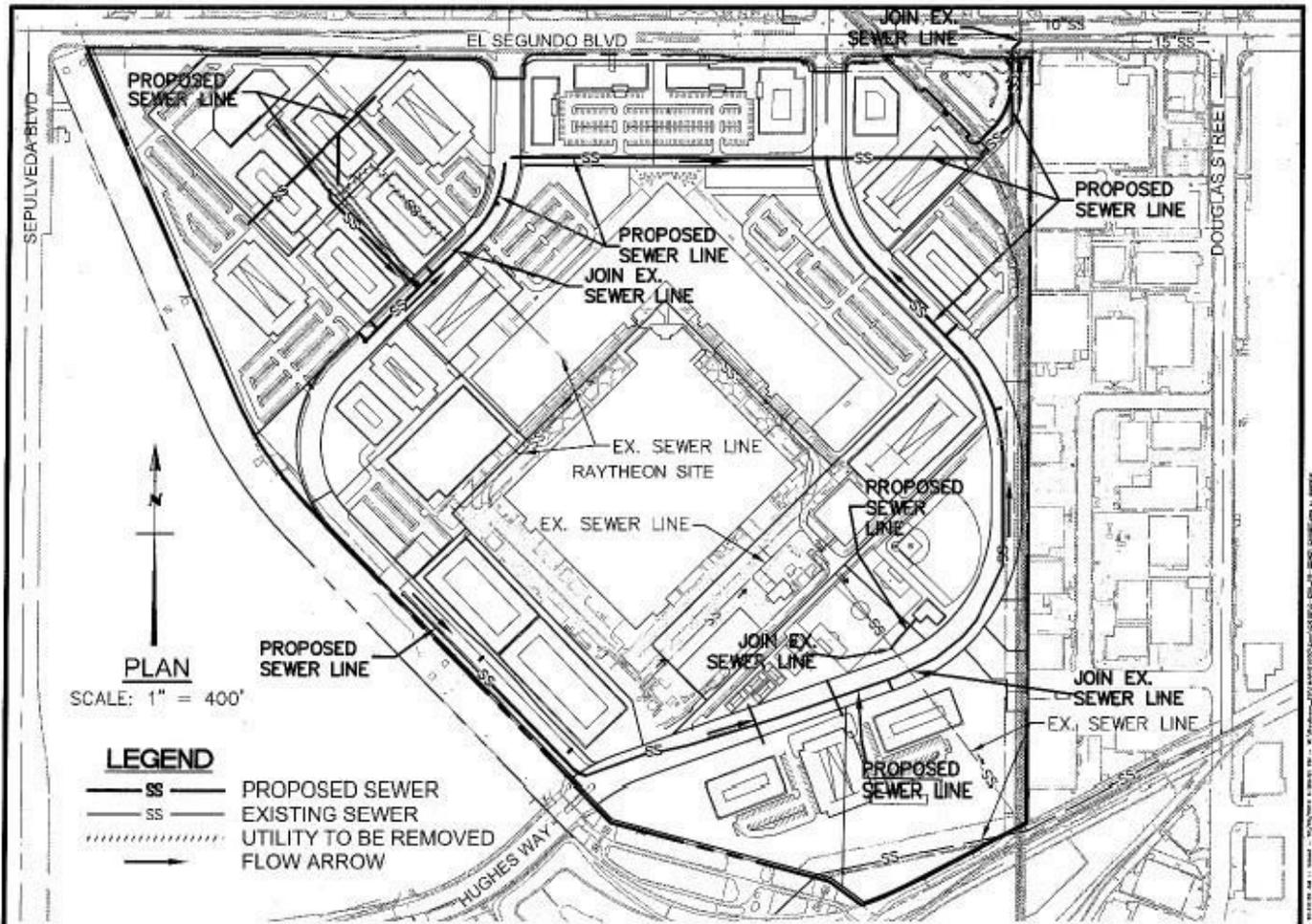


EXHIBIT 10
CONCEPTUAL SEWER PLAN
 Source: Psomas
 Revised per CC Resolution No. 5291

As each phase of the proposed Project is implemented, flows into the existing public storm drain system will not increase. If the proposed Project results in a change in drainage pattern, an increase in impervious area, or higher rates of flow, storm water detention will be part of the design to avoid negative downstream impacts. Sub-drainage areas will continue to flow to the City of El Segundo storm drain along the eastern and southern edge of the Project boundary.

The total proposed tributary area to be studied is less than 1% larger than the existing tributary area since portions of the Project area that formerly drained off-site will be redirected and managed on-site. There will be no net increase in discharge of storm water from the site. The total proposed tributary area is approximately 134.4 acres.

New storm drains will be required to serve the site redesign. To serve the proposed Project, approximately 7,000 linear feet of new on-site storm drain lines are expected to be constructed within the Project boundary. The maximum pipe diameter is not expected to exceed 54 inches. On-site detention is not expected to be required (refer to Exhibit 11, *Drainage Plan*).

Storm Water Quality

Existing storm water quality currently goes untreated on-site. The project site discharges into an existing City of El Segundo retention and infiltration basin just south of the Raytheon site. No runoff leaves the City of El Segundo retention and infiltration basin. However, the project site lies within the Dominguez Channel watershed. The Dominguez Channel ultimately empties into the consolidated slip of the Los Angeles Harbor.

To the maximum extent practical, storm water quality treatment will be provided with infiltration. The treatment methods are expected to include infiltration wells, infiltration basins, high - efficiency planter boxes, and surface planting areas. Drainage must comply with all applicable laws and regulations, including without limitation, the City's National Pollution Discharge Elimination System (NPDES) Permit.

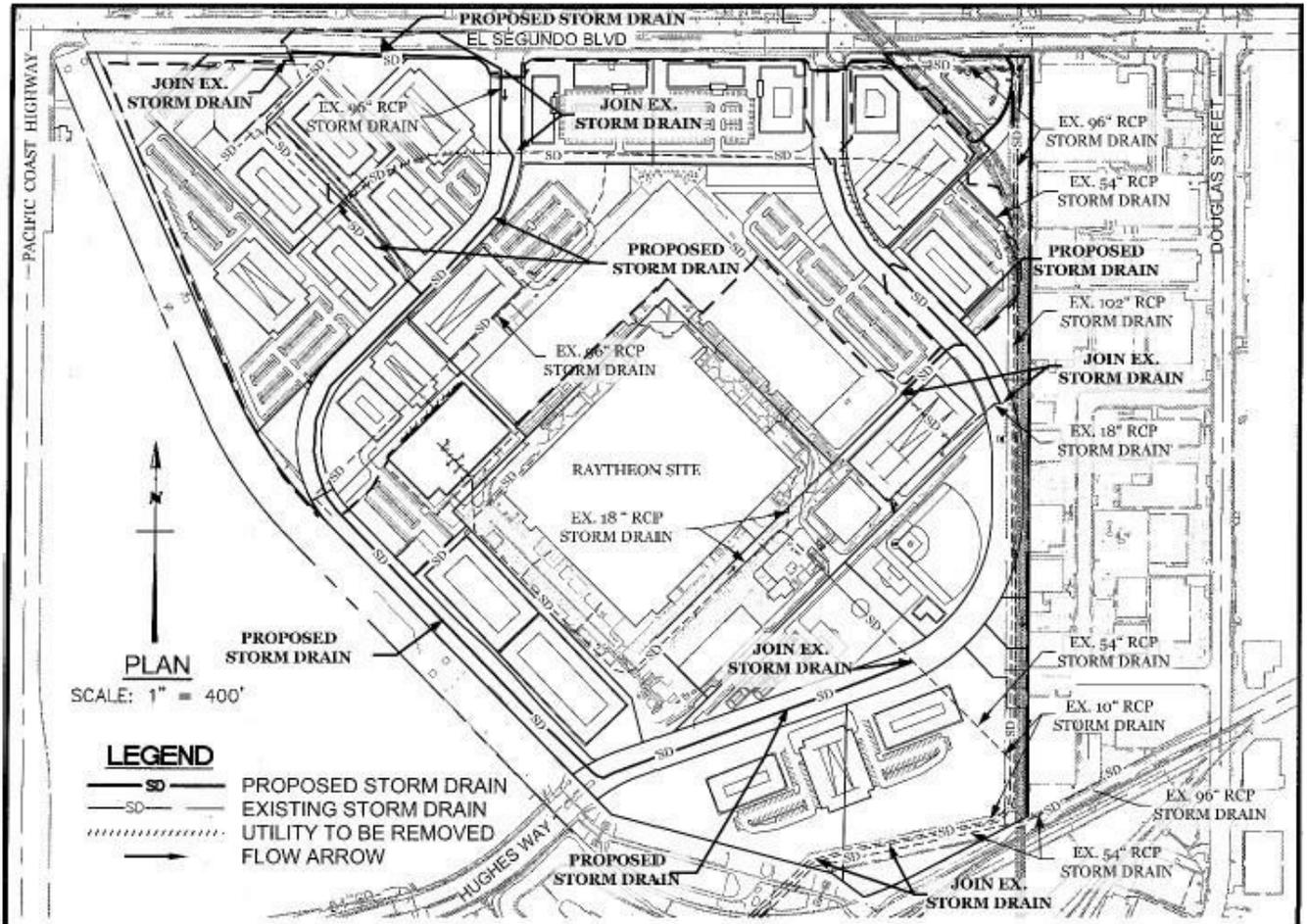
E. GAS

EXISTING CONDITION

Natural gas service is provided by Southern California Gas Company and is currently available within the Campus.

PROPOSED CONDITION

The existing and future natural gas service must be provided through a future public main line or a private line with private easement serving each lot.



Note: Storm Drain may be private or public. If public there will be an easement to the City.

EXHIBIT 11
CONCEPTUAL DRAINAGE PLAN
 Source: Psomas
 Revised per CC Resolution No. 5291

Location of lines in public streets is the preferred condition; where a public main line serving multiple lots is not within a public street, an easement will be granted for access and maintenance. Points of connection will be based on Southern California Gas Company's approval and may include connections to existing 12-inch and 20-inch high pressure gas lines within El Segundo Boulevard and/or an existing 4-inch service line along the easterly property line. A conceptual plan has been developed for the Specific Plan area (refer to Exhibit 12, *Electric, Gas and Telecommunication*).

F. ELECTRIC

EXISTING CONDITION

Electric power is provided by Southern California Edison to the Campus through underground utilities.

PROPOSED CONDITION

Location of lines in public streets is the preferred condition; where a public main line serving multiple lots is not within a public street right-of-way, an easement will be granted for access and maintenance. Points of connection will be based on Edison's approval. A future substation location, reserved by an easement adequate in size for the placement of a SCE substation, is identified on Parcel 5 (refer to Vesting Tentative Map No. 71551). A conceptual plan has been developed for the Specific Plan area (refer to Exhibit 12, *Electric, Gas and Telecommunication*).

G. TELECOMMUNICATIONS UTILITIES

EXISTING CONDITION

Cable and telecommunication service is provided by a variety of companies and is currently available within the Campus. These companies include AT&T, Level 3, MCI (Verizon), Quest, Time Warner, and XO Communications.

PROPOSED CONDITION

Location of lines in public streets or their rights-of-way is the preferred condition; where a public line serving multiple lots is not within a public street or its right-of-way, an easement will be granted for access and maintenance. Points of connection will be based on the requirements of local providers. A conceptual plan has been developed for the Specific Plan area (refer to Exhibit 12, *Electric, Gas and Telecommunication*).

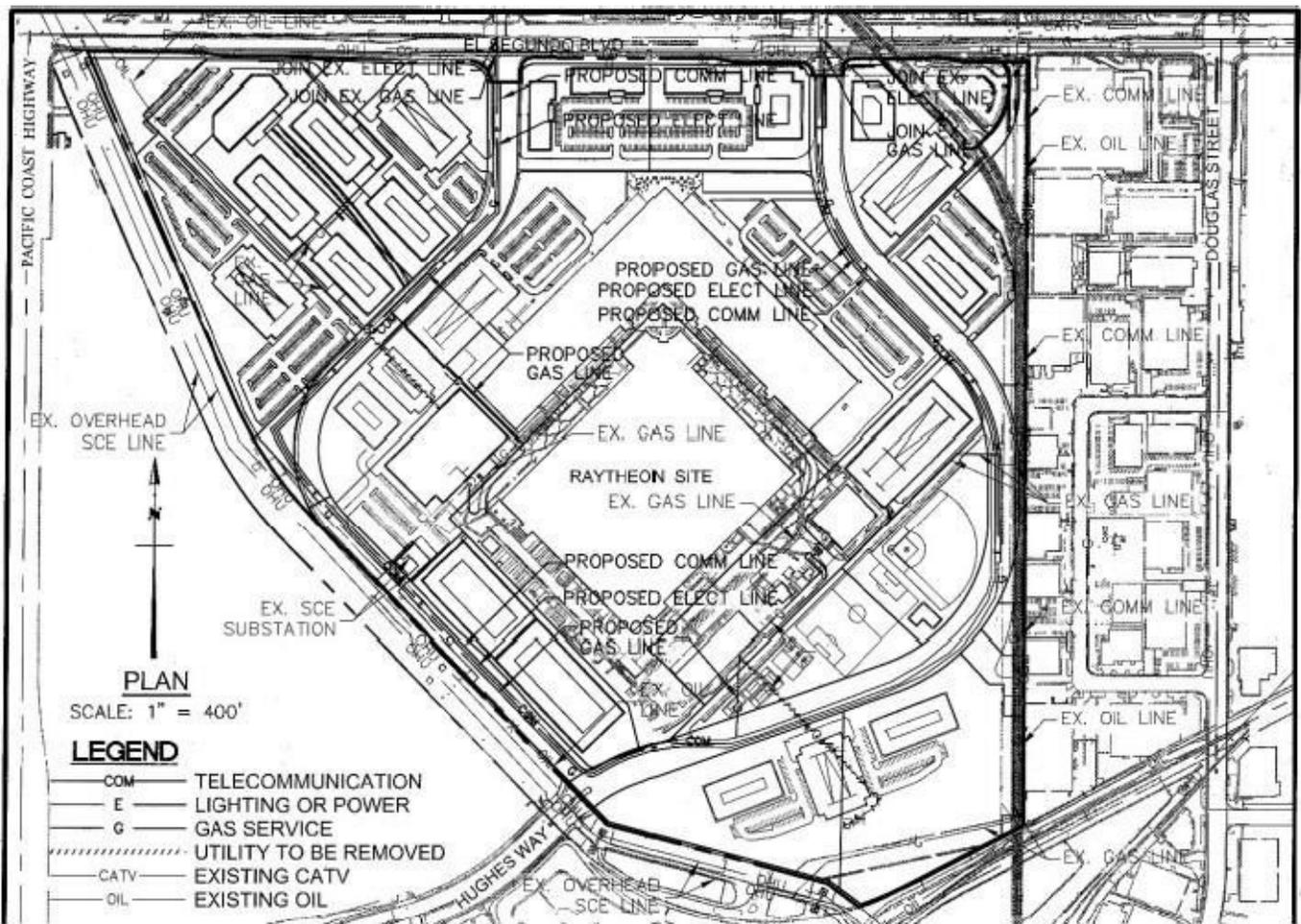


EXHIBIT 12
ELECTRIC, GAS AND TELECOMMUNICATION CONCEPTUAL
PLAN
 Source: Psomas
 Revised per CC Resolution No. 5291

H. SOLID WASTE DISPOSAL

EXISTING CONDITION

Solid waste disposal is provided to commercial and industrial users by a variety of private haulers.

FUTURE CONDITION

Development within the Campus would contract with a provider. Landfill capacity is adequate for assumed population and commercial growth within Los Angeles County. Solid waste facilities within the Specific Plan area will comply with all ESMC requirements pertaining to building, fire, zoning codes (e.g., adequate trash enclosures and screening).

I. FIRE PROTECTION

EXISTING CONDITION

The Campus is less than one mile from Fire Station 2, located at Mariposa Avenue and Douglas Street. The provision of water for fire suppression is provided by on-site building sprinklers and fire hydrants and from off-site fire hydrants located on El Segundo Boulevard.

FUTURE CONDITION

Future development will include new public fire hydrants within the future public street connecting Hughes Way and Nash Street. Buildings will be sprinklered as required by the ESMC. Development will be required to pay fire impact fees to off-set the additional demand for municipal fire protection services as a result of the new development.

J. POLICE SERVICES

EXISTING CONDITION

Police services are provided by the El Segundo Police Department which is located at 348 Main Street.

FUTURE CONDITION

Development will be required to pay police impact fees to off -set the additional demand for municipal police services as a result of the new development.

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V. DESIGN GUIDELINES

These design guidelines are intended as “guidelines” instead of “development regulations.” Consequently, strict compliance is not required. To promote the quality of design planned for this Project, the design guidelines given in this document establish criteria that enhance the coordination, organization, function and identity of the site, while maintaining a compatible relationship with the surrounding development of the El Segundo South Campus.

A. DESIGN OBJECTIVES AND INTENT

Design Guidelines for the South Campus Specific Plan will promote and reinforce the City’s commitment to high quality development. The objectives of these guidelines are to:

- Provide for high-quality, large scale commercial/industrial development within a cohesive campus setting.
- Promote orderly and predictable development.
- Encourage individual creativity and innovative solutions by allowing flexibility in how a particular guideline is met as long as the intent of the guideline is achieved.
- Ensure functional pedestrian, bicycle and motor vehicle circulation within the Project and convenient pedestrian and bicycle linkages to and from adjacent residential, commercial, industrial, and school areas.

1. Site Planning

- a. The arrangement of new buildings, parking and circulation areas should recognize the particular characteristics of the site and should create an identity as a cohesive campus.
- b. Site development should utilize variations on building orientation and landscaping adjacent to the public streets so that a monolithic “wall” of building faces is not created.
- c. The design and location of accessory buildings (e.g., security kiosks, maintenance buildings, trash and recycling enclosures, and outdoor mechanical equipment enclosures) should be incorporated into and be compatible with the overall design of the Project and the main buildings on the site.

- d. Appropriate linkages between internal Project components and buildings, as well as between the Project and the surrounding development should be incorporated, including pedestrian walkways, and plaza areas.
- e. Buildings should be arranged to create opportunities for open space amenities (e.g., plazas, courtyards, outdoor eating areas, public art, etc.).



2. Access and Parking

- a. The use of common (shared) access points and driveways is encouraged; placement of vehicle access points close to building entries should be avoided to minimize pedestrian and vehicular conflicts.
- b. Entry driveway areas should be clearly marked by special features, (e.g., enhanced paving, prominent landscape features, low-height decorative walls, and well-designed monument-type signs).
- c. Access to each building should be clearly visible to pedestrians and motorists through the use of signage, color, and/or design elements.
- d. Parking lots adjacent to and visible from public streets should be appropriately screened to minimize undesirable visual impacts.
- e. Parking lots should not be a dominant visual element on the site from El Segundo Boulevard or the Nash Street extension.
- f. Surface parking areas should be enhanced and visually broken up through the use of appropriate trees and landscape improvements.
- g. Surface parking areas should be divided into smaller multiple lots and provided with canopy trees spaced appropriately throughout the parking area to reduce the effects of heat gain.
- h. Parking lot design is encouraged to include water quality storm water facilities consistent with City standards and a Water Quality Management Plan prepared for each phase.

3. **Architecture/Orientation/Massing**

- a. The massing, scale and architectural style should consider compatibility with the surrounding character and existing buildings to reflect a cohesive campus character.
- b. The orientation of the newly constructed buildings should facilitate and encourage pedestrian activity and convey a visual link to the Project's internal road system.
- c. The mass and scale of new buildings should be compatible with the existing and adjacent structures and with each other. This can be accomplished by transitioning from the height of adjacent buildings to the tallest elements of the new building, stepping back the upper portions of taller buildings, and incorporating human scale elements, such as pedestrian scaled doors, windows, and building materials on the ground floor.
- d. Buildings should be divided into distinct massing elements and should be articulated with architectural elements and details. Changes in height, horizontal plane, materials, patterns and colors should be used to reduce building scale and mass.
- e. Primary building entries should be easily identified through the use of prominent architectural elements, signage, landscaping, decorative hardscape, lighting, canopies, roof form, architectural projections, columns, vertical and/or horizontal elements, and other design features that help emphasize a building's entry.
- f. Building elevations, whether front, side, or rear, that are visible from public rights-of-way should be architecturally detailed to incorporate quality materials and architectural features that reflect the theme of surrounding structures and facades. Buildings facing El Segundo Boulevard should include enhanced and articulated facades. Building entrances should be readily identifiable. The use of recesses, projections, columns, and other design elements to articulate entrances is encouraged.
- g. Facades should be 'divided' by vertical and horizontal variations in wall planes, building projections, door and window bays, and similar elements. Building articulation should be present on the side and rear walls of the building.

- h. Roofs should be designed as an integral component of building form, mass, and facade. Building form should be enhanced by varying and offset roof planes, eave heights, and rooflines.
- i. Green roofs and rooftop gardens are allowed to add landscaping, decrease the heat island effect of large expanses of flat roofs, retain and filter storm water run-off, and to reduce energy demand for heating and cooling buildings. Green roofs are encouraged, but not required.
- j. The exterior surfaces of buildings for the ground floor must be protected with anti-graffiti coating where appropriate.

4. Color and Materials

- a. Colors and materials should be consistent and complementary throughout the Project area.
- b. Exterior materials and architectural details should complement each other and should be stylistically consistent.
- c. Building materials must be durable and resistant to damage, defacing, and general wear and tear. Acceptable building materials may include concrete, stone masonry, metal, stucco, glass and/or other contemporary composites.
- d. Building materials that support sustainability through the use of environmentally sound building materials and local resources (e.g., locally available, contain high recycled -content, are reused, come from renewable sources, and that contain low volatile organic compound (VOC) levels) is highly encouraged.

5. Screening and Mechanical Equipment

- a. All screening devices must be compatible with the architecture, materials and colors of the building.
- b. Loading docks, bays and parking spaces, delivery service areas, outdoor storage areas, stand-alone mechanical equipment facilities, should be located and designed to minimize their visibility, circulation conflicts and adverse noise impacts. These facilities must be oriented so that they do not face any public or private rights-of-way. Sound attenuation walls must be used where appropriate to reduce noise where required by code or the Project's environmental analysis.

- c. Utility and mechanical equipment must be screened from view of public streets and nearby buildings on all sides with landscaping and/or architectural elements.
- d. Rooftop mounted equipment visible from the surrounding area, adjacent buildings, and any public or private rights-of-way must be screened from public view and equipment should be painted to match the roof color when equipment is visible.
- e. Trash and recycling receptacles areas must be completely screened from public view from public and private rights-of-way with a combination of solid walls, wood, and landscaping.
- f. Ground mounted enclosures must be protected with anti-graffiti coating.



Trash enclosures with architectural screening elements

6. Parking Structures

- a. Parking garages should be designed to help reduce the mass and scale of the garage and to ensure their compatibility with surrounding uses.
- b. Parking garages should be designed to conceal the view of vehicles in the garage through a combination of screen walls and plantings while providing adequate visibility for security purposes.
- c. The exterior elevations of parking structures should be designed to avoid a monotonous, monolithic appearance. This can be accomplished through a menu of options as follows:
 - Minimize horizontal and vertical banding by balancing both horizontal and vertical elements.
 - Design ‘green screens’ to provide visual relief.
 - Use simple, clean geometric forms, and coordinated massing.
 - Size openings in the parking garage to resemble large windows as in an office building.
 - Use masonry materials that are predominantly light in color, but avoid unpainted concrete. Use of accent materials is encouraged.
 - Avoid a sloping ramp appearance by providing level and uniform spandrels.

- Visually define and differentiate between pedestrian and vehicular entrances through appropriate architectural detailing.
- d. Stairs and elevators should be located adjacent to a street on the exterior of the structure where lobbies can be exposed to outside view. Safe pedestrian street crossings should be taken into consideration.
- e. The use of security cameras is encouraged and may be required by the Police Department as part of site plan approval.
- f. Lighting levels should be equally distributed to provide uniform illumination over all parking areas. Photometric analysis will be required as part of site plan/architectural review.
- g. Light sources should be shielded so that the source of the illumination is not seen from outside the structure.
- h. The ground floor level of any parking structure must be protected with anti-graffiti coating.

7. Landscaping

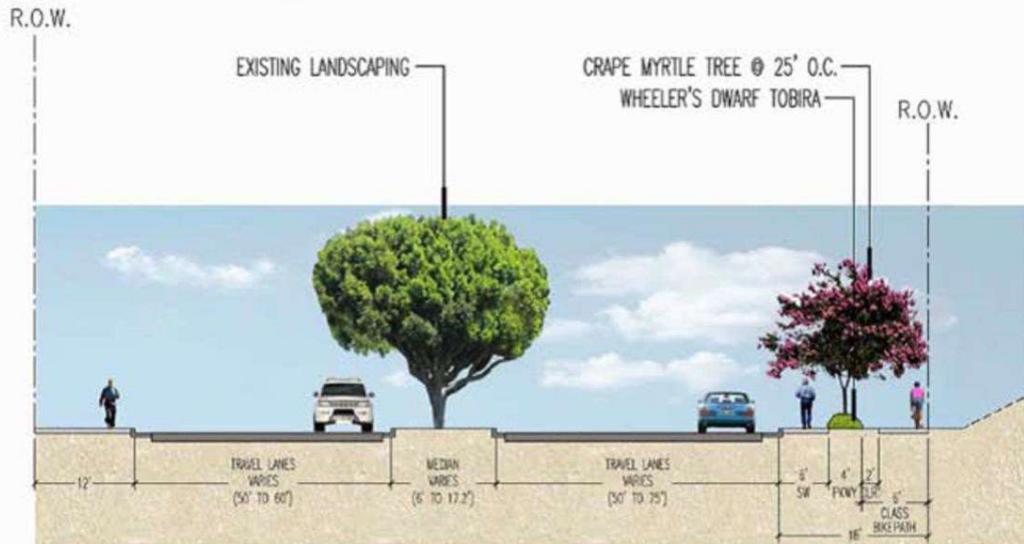
A Landscape Master Plan for the Campus must be provided to the City at or before first site plan review submittal to provide for a unified concept for the Campus.

Streetscape concepts are provided for the three hierarchies of streets within the project, including the El Segundo Boulevard frontage, Hughes/Nash Street Extension, and Continental (see Exhibits 13-15, *Streetscape Concepts*). The Master Landscape Concept Plan must be consistent with these concepts and their associated plant palettes.

General

- a. Entries into the project should include a consistent entry feature for the Campus as a whole. Entries should be provided in the following locations:
 - Hughes Way at El Segundo Boulevard
 - Hughes Way/Nash Street at the southern Campus boundary
- b. Consistent tree species must be planted at Project entries, consistent with Exhibit 16, *Corner Entry Concept*.

EL SEGUNDO BOULEVARD



PARKWAY TREE
LAGERSTROEMIA INDICA

CRAPE MYRTLE

SHRUBS

PITTOSPORUM TOBIRA 'WHEELER'S DWARF' WHEELER'S DWARF TOBIRA

DESCRIPTION

EL SEGUNDO BOULEVARD WILL HAVE A NEW CLASS I BIKE TRAIL ALONG THE STREET FRONTAGE. DUE TO THE EXISTING POWER LINES, THE PARKWAY WILL BE PLANTED WITH CRAPE MYRTLES BECAUSE OF IT'S SMALL SCALE AND FLOWERING CHARACTERISTICS. WHEELER'S DWARF TOBIRA WILL BE USED IN THE PARKWAY, SO THAT IT CAN BE EASILY MAINTAINED AWAY FROM THE BIKE PATH CLEAR ZONE.



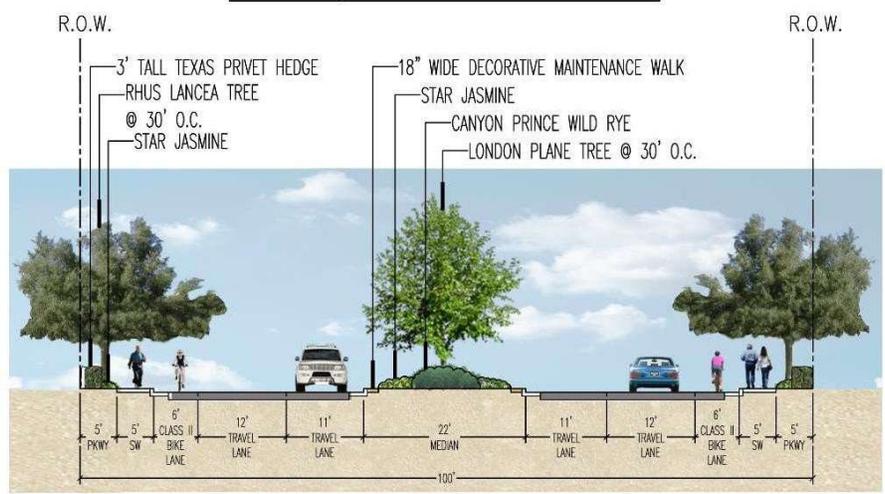
CRAPE MYRTLE



WHEELER'S DWARF TOBIRA

EXHIBIT 13 EL SEGUNDO BOULEVARD STREETScape CONCEPT

SECONDARY ARTERIAL STREET
HUGHES WAY/NASH STREET EXTENSION



- MEDIAN TREE**
PLATANUS ACERIFOLIA LONDON PLANE TREE
- PARKWAY TREE**
RHUS LANCEA AFRICAN SUMAC
- SHRUBS**
LEYMUS CONDENSATUS 'CANYON PRINCE' CANYON PRINCE WILD RYE
LIGUSTRUM JAPONICUM 'TEXANUM' TEXAS PRIVET
- GROUNDCOVER**
TRACHELOSPERMUM JASMINOIDES STAR JASMINE

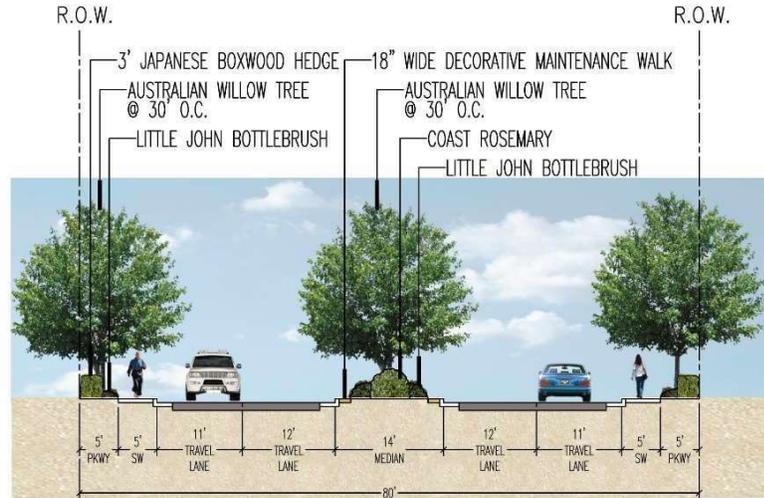


DESCRIPTION
THE SECONDARY ARTERIAL STREET (NASH/HUGHES) WILL BE PLANTED WITH LONDON PLANE TREES IN THE MEDIANS TO MATCH THE EXISTING LONDON PLANE TREES FOUND ON SOUTH HUGHES WAY. THIS WILL CREATE A CONTINUOUS AND CONSISTENT LANDSCAPE CHARACTER FOR THE STREET CORRIDOR. THE PARKWAYS WILL BE PLANTED WITH RHUS LANCEA TREES TO PROVIDE SHADE FOR THE STREETScape. A HEDGE OF TEXAS PRIVET SHRUBS WILL BE USED IN THE PARKWAYS TO PROVIDE SCREENING OF THE ADJACENT USES AND CANYON PRINCE WILD RYE WILL BE USED IN THE MEDIANS UNDER THE LONDON PLANE TREES.

EXHIBIT 14
HUGHES/NASH EXTENSION STREETScape CONCEPT

COLLECTOR STREET

CONTINENTAL BOULEVARD



PARKWAY AND MEDIAN TREES

GEJERA PARVIFLORA

AUSTRALIAN WILLOW

SHRUBS

BUXUS MICROPHYLLA JAPONICA

JAPANESE BOXWOOD

CALLISTEMON 'LITTLE JOHN'

LITTLE JOHN BOTTLEBRUSH

WESTRINGIA FRUTICOSA 'MORNING LIGHT'

COAST ROSEMARY

DESCRIPTION

THE COLLECTOR STREET WILL BE PLANTED WITH AUSTRALIAN WILLOW TREES IN BOTH THE PARKWAYS AND MEDIANS TO PROVIDE SHADE AND INTERESTING TEXTURE TO THE STREETScape. A HEDGE OF JAPANESE BOXWOOD SHRUBS WILL BE USED IN THE PARKWAYS TO PROVIDE SCREENING OF THE ADJACENT USES. LITTLE JOHN BOTTLEBRUSH WILL BE USED IN THE PARKWAYS AND MEDIANS TO PROVIDE FLOWERING COLOR TO THE STREETScape AND COAST ROSEMARY WILL BE USED IN THE MEDIANS TO PROVIDE SHRUBS OF VARYING HEIGHTS.



AUSTRALIAN WILLOW



JAPANESE BOXWOOD



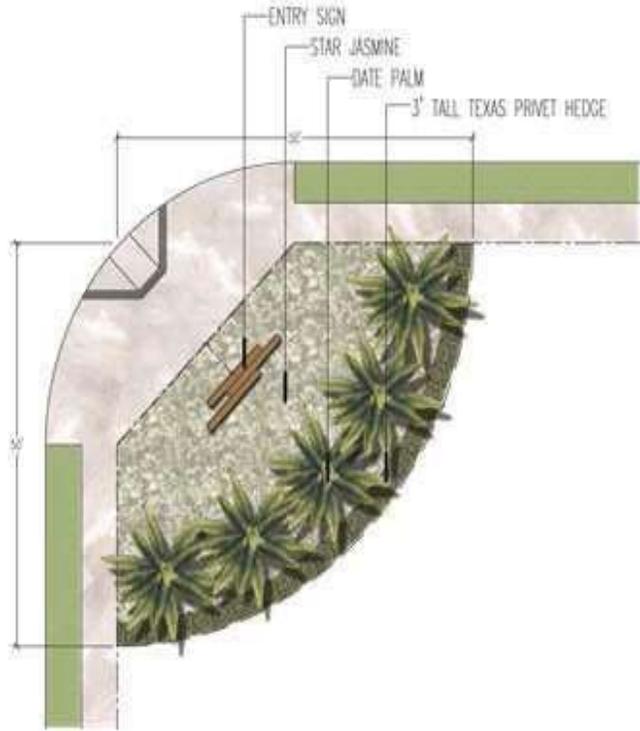
LITTLE JOHN BOTTLEBRUSH



COAST ROSEMARY

EXHIBIT 15 CONTINENTAL STREETScape CONCEPT

CORNER ENTRY TREATMENT



TREE

PHOENIX CANARIENSIS

DATE PALM

SHRUBS

LIGUSTRUM JAPONICUM 'TEXANUM'

TEXAS PRIVET

GROUNDCOVER

TRACHELOSPERMUM JASMINOIDES

STAR JASMINE

DESCRIPTION

THE CORNER ENTRY AREA WILL BE DEFINED BY A 50' RADIUS AS MEASURED FROM INTERSECTION OF EXTENDING THE R.O.W. LINES. THE CORNERS WILL FEATURE DATE PALMS TO CREATE A BOLD AND VISUALLY INTERESTING ENTRY STATEMENT. A TEXAS PRIVET HEDGE WILL PROVIDE AN EVERGREEN BACKDROP AND STAR JASMINE WILL PROVIDE FLOWERS TO THE ENTRY AREA.



DATE PALM



TEXAS PRIVET



STAR JASMINE



EXHIBIT 16 CORNER ENTRY CONCEPT

- c. All areas not covered by buildings, walkways, driveways, parking spaces, and service areas must be landscaped (with drought tolerant plantings and sustainable hardscapes in accordance with the City’s water conservation requirements).
- d. Landscaping should enhance the quality of the Project by framing and softening the appearance of buildings, defining site functions, screening undesirable views and buffering incompatible uses.
- e. Landscaping at the perimeter of buildings is encouraged to soften the transition between building and parking lot. Parking lot landscaping must be distributed evenly to provide for consistent design and shading.
- f. Landscaped areas should generally incorporate a combination of planting materials utilizing a three tiered system consisting of: 1) trees, 2) shrubs or vines, 3) groundcover/ornamental grasses. Landscaping should be in scale with the adjacent buildings and be of appropriate size at maturity.
- g. Placement of landscaping should not interfere with the lighting of the Project area or restrict access to utilities.
- h. Landscaping should be utilized to define edges, buffer adjacent properties, screen parking areas and storage areas.
- i. Street trees should be spaced appropriately (in adequately sized and landscaped parkway strips or in tree-wells within wider sidewalks or plazas) to emphasize and reinforce the spatial definition between the building, pedestrian environment and the street.
- j. In order to reduce the heat-island effect, space parking lot trees to achieve shading at ratios required by the development regulations of this Specific Plan. Trees must adequately shade parking lots and provide sufficient area for water quality requirements.
- k. Textured paving materials should be used in pedestrian areas such as pedestrian courtyards and plaza areas for safety and to provide visual interest.



l. Paving materials should include pervious hardscape materials to facilitate water treatment and reduce runoff.

m. Bio-retention areas can be used to detain/percolate run-off in planted swales, raised open-bottomed planters, etc.



n. Site furnishings including, but not limited to, fixed and moveable seating, trash and recycling receptacles, bike racks, and pedestrian scaled lighting should be of durable and sustainable materials.

o. Design and selection of site furniture should include considerations for the security, safety, comfort and convenience of the user.

p. A unified site furniture “look” is encouraged. The color and appearance of site furniture products should be selected to complement other design elements.

8. Walls and Fences

a. Wall and fence design should complement the Project’s architecture. Landscaping may be used to soften the appearance of the wall surface.

b. Wall and fencing materials must be made of a durable material. Wall and fencing materials may consist of wrought iron, tubular steel, stone, stucco, or brick. Solid walls should incorporate pilasters with decorative caps and offsets, consistent with the overall architecture.



c. Landscaping should be used to soften the appearance of the wall surfaces and deter graffiti.

d. Security fencing must be of high quality design. Razor wire is not permitted. Chain link fencing is not permitted in any areas that are visible from any public or private rights-of-way.

e. Walls and fences must be protected with anti-graffiti coating.

9. Lighting Design

- a. The type and location of parking area and building lighting must prevent direct glare on to adjacent properties.
- b. Pedestrian scale lighting should be present at all entries, plazas, courtyards, parking lots, pedestrian ways, and other areas where nighttime pedestrian activity is expected.
- c. Lighting design of fixtures and their structural support should be architecturally compatible with the architecture of the Project.
- d. When appropriate, wall-mounted lighting may be incorporated. Wall-mounted lights should be compatible with the building's architectural style.

10. Signage

- a. A Master Sign Program must be prepared for the South Campus Specific Plan at or before the first site plan review submittal. Unless specifically modified by this Specific Plan, all signage must comply with ESMC requirements.
- b. Billboards, pole signs, and signs incorporating flashing or blinking lights are not permitted within this Specific Plan area.
- c. The character of the signage, including the location, size, height, design and lighting must be in keeping with the architectural character and monument style of the overall Project.
- d. Signs should make a positive contribution to the desired character of the Project and overall streetscape and provide for clear identification and wayfinding.
- e. Vehicle, bicycle and pedestrian circulation throughout the Project site, to parking and various destinations should be enhanced through a comprehensive system of directional signage and related wayfinding elements.

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VI. DEVELOPMENT STANDARDS

The following standards are intended to supplement the existing General Plan and ESMC. Where this Specific Plan is inconsistent with the ESMC, the Specific Plan prevails. Where this Specific Plan does not specifically regulate, development must comply with the standards and requirements set forth in the ESMC.

A. PERMITTED USES

Uses within the Specific Plan area are governed by the following Table, by district: Wireless facilities are permitted subject to the requirements of ESMC Chapter 15-19.

**Table IV-1
Allowable Uses**

Use	CMU	O/I MU	REC/OS
Alternative fuel stations	P	P	--
Cafes	P	P	--
Data Centers	C	P₂	--
Financial institutions	P	P	--
General Offices, including medical and dental	P	P	--
General storage and warehousing	--	P₄	--
General storage and warehousing (Raytheon Company only)	P	P₄	
Health Clubs	P	P	--
High and medium bay labs	--	P	--
High and medium bay labs (Raytheon Company only)	P	P	
Light Industrial uses	--	P	--
Light Industrial uses (Raytheon Company only)	P	P	
Movie and Entertainment Facilities	P	P	--
Multimedia Related Offices	P	P	--
Postproduction Facilities	P	P	--
Public facilities, including, but not limited to, fire and police facilities, post offices, and libraries.	P	P	--
Public Utilities	P	P	P
Recreation Facilities (public and private)	P	P	P
Research and Development, including scientific research and experimental development laboratories	P	P	--
Restaurants, full service	P	P	--
Restaurants, fast food	P	P	--
Retail uses (excluding off site sale alcohol sales)	P	P	--

**Table IV-1 [continued]
Allowable Uses**

Use	CMU	O/I MU	REC/OS
Special Effects Studios	P	P	--
Studio/sound stage(s) and other support facilities	P	P	--
Trade and vocational schools for adults	P	P	--
Any use customarily incidental to a permitted use, including the storage of hazardous materials associated with any allowable use.	A	A	A
Drive-through or walk-up services related to financial operations.	A	A	--
The on-site sale and consumption of alcohol at restaurants and cafes.	AUP	AUP	--
The off-site sale of alcohol at retail establishments.	AUP	AUP	--
Drive-through restaurants	C	C	C
Helicopter landing facilities subject to the provisions of El Segundo Municipal Code §15-2-13.	C	C	C
Hotels (provided that the existing deed restriction is removed)	C	C	C
Outdoor dining, exempting outdoor dining at restaurants where outdoor dining comprises 20% or less of the total dining area of the restaurant, but not exceeding two hundred (200) square feet of floor area.	C	C	C
Laser/optical targets	A/AUP	A/AUP	--
Parking structures and surface parking lots	A ₁	P₃ / A ₃	P/A
Radar towers	A/AUP	A/AUP	A/AUP
Video arcades, defined as any business with three or more video or arcade machines.	C	C	C
All uses that are not permitted, conditionally permitted, or determined to be similar uses as specified above.	--	--	--
All uses that are involved with the storage of waste materials as the primary business	--	--	--
Freight Forwarding	--	--	--
Gasoline and Diesel Service Stations	--	--	--
Mini-storage	--	--	--
Residential Uses	--	--	--
AUP Administrative Use Permit A Permitted Accessory Use C Conditional Use P Permitted Use -- Not Permitted			
Note: Pursuant to the ESMC, uses of a similar nature which are unlisted in Table IV-1 may be considered by the Director of Planning and Building Safety, subject to appeal to the Planning Commission.			
1 Surface Parking Lots is a permitted (P) use within Phase 1 CMU District subject to ESSCSP Section VI. Development Standards: D. Parking and Loading.			
2 <u>Data center buildings within 100 feet of El Segundo Blvd on Parcel 14 are subject to review and approval through an Administrative Use Permit (AUP). Data center buildings beyond 100 feet of El Segundo Blvd on Parcel 14 will be permitted by right subject to site plan review.</u>			
3 <u>Parking structures and surface parking lots within 100 feet of El Segundo Blvd on Parcel 14 are subject to review and approval through an Administrative Use Permit (AUP). Parking structures and surface parking lots beyond 100 feet of El Segundo Blvd on Parcel 14 will be permitted by right subject to site plan review.</u>			
4 <u>As per the definition of "Warehousing and Distribution" contained in El Segundo Municipal Code (ESMC) § 15-1-6.</u>			

B. DEVELOPMENT STANDARDS

1. Lot Area

- a. The minimum building lot area is 10,000 gross square feet.

2. Height

- a. Buildings and structures within the Campus cannot exceed 200 feet in height, measured from finished grade. Exceptions to building height are permitted in accordance with ESMC §15-2-3.
- b. Structures cannot interfere with the operation of the MTA Green Line.

3. Setbacks

- a. Buildings and structures within the Campus must be setback a minimum of twenty-five feet (25') from the adjoining public rights-of-way of El Segundo Boulevard, the future extension of Nash Street, and the future extension of Continental Boulevard, except for lots with frontage on the portion of El Segundo Boulevard located east of the future extension of Continental Boulevard and west of the future extension of Nash Street. For lots with frontage on the portion of El Segundo Boulevard located east of the future extension of Continental Boulevard and west of the future extension of Nash Street, buildings and structures must be setback a minimum of fifteen feet (15') from the adjoining public right-of-way of El Segundo Boulevard.
- b. Building and structure setbacks within the interior of the Specific Plan must be a minimum of fifteen feet (15') from each lot line. For lots with frontage on the portion of El Segundo Boulevard located east of the future extension of Continental Boulevard and west of the future extension of Nash Street, buildings and structures must be setback a minimum of five feet (5'). Actual required setbacks may vary depending on Building Code requirements that relate to type and height of the structure.
- c. Permitted intrusions into setbacks are identified in ESMC §15-2-7. The Class 1 bicycle path located adjacent to El Segundo Boulevard may also be located within required setback areas as long as a minimum distance of 5 feet is maintained from any building.

4. Lot Frontage

- a. A minimum of 100 feet of frontage must be provided for all lots whether on a dedicated public street or a private street. Parcels exclusively devoted to right-of-way purposes are excluded from minimum lot frontage requirements.

5. Floor Area

- a. The South Campus Specific Plan is currently developed with 1,802,513 net square feet of development. Development in the Campus is limited to an additional 1,916,376 net square feet of floor area, as specified herein, for a total pre-dedication of public right-of-way net FAR of 0.60 distributed over the entire Campus area and not required as a maximum FAR on any individual lot as permitted in Section B.6 below. The maximum amount of developed floor area within the Specific Plan must not exceed 3,718,889 net square feet as permitted by this Specific Plan.
- b. For purposes of this Specific Plan, application of a floor area ratio results in net building square footage. Gross floor area is the sum of the net floor area plus an additional twelve percent (12%) of net floor area for all proposed new construction.
- c. Net floor area consists of the area of all floors or levels included within the exterior surrounding walls of a building or structure. The total space devoted to high or medium bay labs may be multiplied by a factor of 0.5 to determine the net floor area. Space devoted to the following is not included when determining the total net floor area within a building or structure:
 - 1. Elevator shafts;
 - 2. Stairwells;
 - 3. Courts or atriums uncovered and open to the sky;
 - 4. Rooms exclusively holding building operating equipment;
 - 5. Parking spaces at or above grade and access thereto;
 - 6. Structures devoted exclusively for parking;
 - 7. Restrooms in common areas of nonresidential buildings.
- d. Gross floor area consists of the area included within the surrounding exterior walls of a building or portion thereof, exclusive of garages, vent shafts, and courts. The floor area of a building, or portion thereof, not provided with surrounding exterior walls is the usable area under the horizontal projection of the roof or floor above. For new construction, after the date of adoption of this plan, gross floor area is defined as specified in section VI.B.5.b. above.

6. Floor Area Ratio and Transfer of Development Rights

- a. FAR may be transferred from any parcel within the boundaries of the Campus (the “Donor Site”) to any other parcel within the boundaries of the Campus, whether contiguous or non-contiguous, within the Specific Plan area (the “Receiver Site”) upon the written consent of the owners of both the Donor Site and Receiver Site. Any FAR transferred from a Donor Site is deducted from that parcel’s base FAR. The overall FAR for the entire Campus cannot exceed a net 0.60 as computed in accordance with the above, based on pre-dedication of public right-of-way, but any individual parcel may exceed such FAR. Transfer of FAR may be accomplished by submitting a letter from the applicant to the Director of Planning and Building Safety before the City issues building permits for the Receiver Site which would utilize the transferred FAR. The Director will maintain records of such transfers and the current density allocations, if any, of all of the properties within the Specific Plan area. In addition, the owner of Donor Site must record a covenant acceptable to the Director and the City Attorney memorializing such transfer of FAR. No approval from the City is required for such transfer.
- b. Regardless of any transfer of FAR, no building can exceed the applicable development standards set forth in this Specific Plan.

7. Walls and Fences

- a. All walls and fences must comply with ESMC §15-2-4.

8. Accessory Structures

- a. Radar towers, dishes, laser/optical targets, and other similar structures are permitted as accessory structures only subject to approval of an Administrative Use Permit.

C. CIRCULATION

1. Transportation Demand Management (TDM) Plan, that identifies trip reduction methods in accordance with the guidelines set forth in ESMC Chapter 15-16 and Chapter 15-17, must be prepared for development within the Campus. A TDM Plan must be submitted for City review concurrent with the first site plan application within the campus.
2. The maximum number of total daily trips, as well as A.M. and P.M. peak hour vehicle trips for new development within the Specific Plan area, as determined in accordance with the Trip Generation tables set forth in Appendix A, cannot exceed the table below, unless a subsequent traffic report is prepared and approved by the Director of Planning and Building Safety that identifies potential impacts and proposes feasible measures to mitigate previously unidentified new impacts. To ensure that peak traffic does not exceed these thresholds, a trip inventory analysis must be prepared, acceptable to the Director of Planning and Building Safety, to maintain a cumulative accounting of total square footage by land use as well as the cumulative number of A.M. and P.M. peak hour trips. The trip inventory must be updated and submitted upon the filing of each building permit request.

AM Peak Hour Trips		
In	Out	Total
2634	408	3042

PM Peak Hour Trips		
In	Out	Total
631	2489	3120

Total Daily Trips		
26, 585		

1. Public and private streets must be designed and constructed in accordance with the General Plan and in the overall right-of-way size identified in the General Plan.
 - a. The connection of Hughes Way with Nash Street must be constructed to the standards of a secondary arterial street identified in the Circulation Element of the General Plan.
 - b. The extension of Continental Boulevard to Hughes Way must be constructed to the standards of a commercial collector street identified in the Circulation Element of the General Plan.

- c. The private street connecting Continental Boulevard and Nash Street must be constructed to the standards of a local commercial street identified in the Circulation Element of the General Plan.

D. PARKING AND LOADING

1. Parking and loading spaces must be provided in accordance with ESMC Chapter 15-15, except as provided below.
2. Within the O/I MU District or for office/industrial uses within the CMU District, parking lots or structures may serve multiple lots and buildings. Up to 100% of the required parking for an individual lot in the O/I MU District or for office/industrial uses within the CMU District, may be provided off-site subject to the following standards:
 - a. Parking must be located within 300 feet of the lot it serves.
 - b. Pedestrian pathways must be provided connecting parking lots or structures with the buildings they serve. Where off-site parking is across a project roadway, a crosswalk must be provided.
 - c. Reciprocal parking and access easements or covenants must be recorded before the City issues a building permit and must be shown or noted on the applicable site plans.
 - d. Parking lots and driveways may straddle lot lines subject to provisions in a reciprocal parking and access easement or covenant. Such documents must provide provisions for shared maintenance.
3. For retail and restaurant uses within the CMU District excluding the Phase 1 area, up to 20% of the required parking for an individual lot in may be provided off-site with approval by the Director of Planning and Building Safety, subject to the following performance standards:
 - a. Parking must be located within 150 feet of the lot it serves.
 - b. Pedestrian pathways must be provided connecting parking lots or structures with the buildings they serve. Where off-site parking is across a project roadway, a crosswalk must be provided.
 - c. Other conditions may be applied by the Director as part of site plan approval.
 - d. Requests for over 20% off-site parking require Planning Commission review and approval and may include such conditions as the Planning Commission may lawfully impose.
4. For retail and restaurant uses in Phase 1 within the CMU District, up to 100% of the required parking for an individual lot may be provided off-site, with approval by the Director of Community Development, subject to the following performance standards:

- a. Off-site parking must be contained within the CMU District Phase 1 lots.
 - b. Parking must be located within 150 feet of the lot it serves.
 - c. Pedestrian pathways must be provided connecting parking lots or structures with the buildings they serve. Where off-site parking is across a project roadway, a crosswalk must be provided.
 - d. Other conditions may be applied by the Director as part of site plan approval.
5. For retail and restaurant uses within the CMU District including Phase 1, parking lots may service multiple lots or buildings subject to the following standards:
- a. Reciprocal parking and access easements or covenants must be recorded before issuance of a building permit and or in conjunction with a final map as required by the Community Development Director and must be shown or noted on the applicable site plans.
 - b. Parking lots and driveways may straddle lot lines subject to provisions in a reciprocal parking and access easement or covenant. Private access roads that connect parking lots with a right-of-way may encroach into a required landscape setbacks on interior property lines. Such documents must provide provisions for shared maintenance and landscaping.
6. The number of required parking spaces may be modified subject to the approval of a Transportation Systems Management Plan, as specified in the ESMC Chapter 15- 16 “Developer Transportation Demand Management.”
7. The Director of Planning and Building Safety may modify the required number of parking spaces up to a maximum of 10% based on the submittal and approval of a parking demand study or shared parking analysis. Additionally, for any use for which the number of parking spaces is not listed in ESMC Chapter 15-15, the Director of Planning and Building Safety shall specify the required number of spaces based on a parking demand study.
8. The Planning Commission may modify the required number of parking spaces up to a maximum of 20% based on the submittal of a parking demand/shared parking study.
9. Notwithstanding items 7 and 8 above, the Director of Planning and Building Safety may also grant uses with significantly different peak hours of operation up to a 20% parking reduction, without approval of the Planning Commission. Any request for such shared parking must meet the following requirements:
- a. A parking study must be submitted by the applicant demonstrating that there will not be substantial conflict in the peak hours or parking demand for the uses for which the joint use is proposed.
 - b. The number of parking stalls which may be credited against the requirements of the structures or uses involved cannot exceed the number of stalls reasonably anticipated to be available during differing hours of operation.

- c. A written agreement must be executed by all parties concerned, to the satisfaction of the Director of Planning and Building Safety and the City Attorney assuring the continued availability of the number of stalls designed for joint use.
- 10. Preferential parking must be provided for carpools and vanpools.
- 11. Bicycle parking must comply with ESMC Chapters 15-15 and 15-16 and the South Bay Bicycle Plan.
- 12. The Raytheon Company recreation facility within the Specific Plan area is not required to provide parking beyond that already provided for daytime, weekday users.

E. LANDSCAPING

Landscaping is a critical criterion when evaluating development proposals in the Campus. This section will ensure that adequate landscaping area and permanent maintenance is provided for all new development. This mandate is also in accordance with the City's requirements to landscape commercial and industrial areas.

Landscaped areas must be provided and permanent irrigation systems installed in the landscaped areas at: 1) the Campus entry areas, 2) around the perimeter of the buildings in the setbacks, 3) within the required setbacks along the property perimeter and, 4) in the Vehicular Use Areas (VUAs) as defined in ESMC §15-1-6.

A Landscape Master Plan must be prepared for the Campus to ensure a unified appearance implementing the intent of the Design Guidelines and objectives of this Specific Plan. The Landscape Master Plan must be submitted to the City at or before the first site plan review submittal within the Campus.

ALL LANDSCAPING

1. Landscaping must conform to the City's Water Conservation in Landscaping requirements as set forth in ESMC Chapter 10-2.

CAMPUS ENTRIES

Campus entries must be provided at the following locations:

- Nash Street at El Segundo Boulevard
- Hughes Way/Nash Street at the southern campus boundary

Entry landscaping must be in substantial conformance with the entry concepts outlined in the Design Guidelines of this Specific Plan.

BUILDING PERIMETER LANDSCAPING

1. Except as otherwise allowed by this Plan, a minimum horizontal depth of five feet of landscape materials, excluding curbs, must be provided around each building. In instances where two buildings are separated by ten feet, the landscape requirement may be reduced to allow for pedestrian walkways/access.

PROPERTY PERIMETER LANDSCAPING

1. One shade tree must be provided for every 25 feet of street frontage.
2. The following encroachments are permitted into the landscaped setback areas:
 - a. Parking may encroach into the landscaped setback up to a maximum of fifty percent of the required setback area, provided a minimum landscaped setback of five feet is maintained except as permitted in Specific Plan § VI.D.2.

- b. “Architectural landscape features” including fountains, free-standing arbors/pergolas, and public art, may encroach into the landscaped setback area subject to site plan review, provided a minimum landscaped setback of five feet is maintained. The features may cover a maximum of twenty five percent of the total area of the setback, and be a maximum of twenty feet in height.

VEHICULAR USE AREAS

1. Vehicular Use Areas (VUA) include parking lots and loading areas. Landscaping in the VUAs must cover a minimum of five percent of the VUA and be distributed uniformly throughout the VUA. Such landscaping is in addition to the required property perimeter and building perimeter landscaping. The figure to the right represents a typical parking area within the Campus.



- a. A minimum of 5 foot landscape buffers must be provided at all parking lot edges to screen parking lots and provide shading.
- b. Planting areas containing trees must have a minimum width of 5 feet.
- c. Each parking space must be located within 30 feet of a tree. Trees are required to provide shade and parking lot/loading area screening.

F. PUBLIC SAFETY

In an effort to ensure the safety of employees and visitors to the Campus, the following strategies must be incorporated into site development:

1. Lighting must be adequate throughout the Campus and shielded to minimize off-site illumination. Submittal of photometric studies is required as part of any site plan review submittal which includes parking lots, and parking structures in the Specific Plan area.
2. The site design and operation must comply with fire and police safety regulations with regard to site layout, building configurations, landscape design, and infrastructure requirements.
3. Street lighting must be provided in accordance with ESMC requirements.

G. SIGNAGE

1. Signage within the Campus must conform to the signage regulations of the ESMC except as established and approved in a Master Sign Program for the Campus.
2. The following signs are not permitted within the Campus:
 - Billboards, as defined in the ESMC; and
 - Pole signs; and
 - Signs incorporating flashing or blinking lights.
3. A Master Sign Program for the entire Campus must be developed and submitted for review and approval by the Planning Commission before or concurrent with the first site plan review for a project within the Specific Plan. The Master Sign Program must include the following elements:
 - Campus Master signage (entryways, common sign design throughout Campus);
 - Sign standards developed for each of the three uses allowed: industrial, commercial and office;
 - Provisions for way finding and decorative elements such as banners;
 - General features that all signs in the Campus are required to comply with; and
 - Regulations for temporary signs (including construction signs).

H. SUSTAINABILITY

1. All new development must have buildings designed to be energy efficient, at least 15% above Title 24 requirements.
2. The Project areas must include Stormwater management practices that treat Stormwater runoff from 90% of the average rainfall on the site using structural and non-structural management measures.
3. Preferential parking must be provided for carpools and vanpools at the rate of not less than 10 percent of total employee parking.

4. Bicycle parking must comply with the ESMC.
5. Shower facilities must be provided for buildings of 25,000 square feet or greater.
6. Exterior lighting must be energy efficient and designed to minimize light pollution.
7. Low-emitting building materials must be utilized.
8. Roof structures must be designed to support future solar panels.
9. Reclaimed water must be utilized for all landscaped areas.
10. A Pedestrian Walkway for direct access to the Green Line Station from the project site that meets ADA minimum width requirements.

I. ENCLOSED USES

All uses must be conducted wholly within an enclosed building except for the following:

1. Electrical distribution stations, adequately screened from public rights-of-way and public view, as determined by the Director of Planning and Building Safety.
2. Outdoor restaurants and cafes incidental to the permitted use, provided they comply with the provisions of ESMC §15-2-16.
3. Recreational facilities customarily conducted in the open.
4. Radar towers, antennas, dishes, and laser/optical targets, provided they comply with the screening requirements of ESMC § 15-2-8.

VII. ADMINISTRATION

A. INTRODUCTION

Unless regulated by this Specific Plan, development will be administered and enforced by the City in accordance with the ESMC. This Specific Plan supersedes any conflicts with ESMC zoning regulations.

1. The Director of Planning and Building Safety may grant administrative use permits in accordance with ESMC Chapter 15-22.
2. The Director of Planning and Building Safety may make other administrative determinations using the same procedures set forth in ESMC Chapter 15-22.
3. The Director of Planning and Building Safety may grant adjustments and administrative adjustments in accordance with ESMC Chapter 15-24.
4. The Planning Commission may grant conditional use permits in accordance with ESMC Chapter 15-23.

B. MUNICIPAL CODE REFERENCES

All section references in the Specific Plan refer to the El Segundo Municipal Code (ESMC) as adopted at the time of building permit application submittal.

C. MODIFICATIONS

1. Major Modifications

The following modifications constitute a Major Modification and require an amendment to this Specific Plan:

- a. Any decrease in the required building setbacks as set forth in Section VI.B.3 above;
- b. Any increase in the total developable square footage of the entire Specific Plan in excess of the maximum allowable development intensity allowed under the Specific Plan;
- c. Any increase in height of buildings or structures on the Property above 200 feet;
- d. Any increase in the maximum number of A.M. and P.M. peak hour vehicle trips for the Specific Plan as specified in Section VI.C.2 above, unless a

subsequent traffic report has been prepared to the reasonable satisfaction of the Director that identifies potential impacts and proposes feasible mitigation measures to mitigate such impacts and otherwise complies with CEQA;

- e. Any change in use to a use which is not permitted under the Specific Plan, except as approved by the Director in accordance with Chapter 15-22 of the ESMC;
- f. Any change in the land use plan categories identified in Exhibit 5 of this plan.
- g. Any decrease in the minimum required lot area;
- h. Any decrease in the minimum required lot frontage;
- i. Any material modification that requires modification to the EIR other than an Addendum; and
- j. Any modification deemed by the Director of Planning and Building Safety as major and requiring amendment to this Specific Plan.

2. Minor Modifications

Any modification to this Specific Plan not listed above as a “major modification,” including a use approved subject to an Administrative Use Permit, is a Minor Modification. The Developer may make Minor Modifications without amending this Specific Plan upon the administrative approval of the Director of Planning and Building Safety or designee, provided that such modifications are consistent with the Development and Design Standards, Applicable Rules, and Project Approvals. Such Minor Modifications may include:

- Modifications to the streetscape palette with the concurrence of the City’s urban forester.
- Modifications to infrastructure sizing based upon final engineering plans approved by the City.
- Relocation of the Raytheon Recreation Facility to a parcel or parcels of the same size (7.54 acres) or larger and having similar access. Should this occur, a revised land use plan shall be provided updating the land use plan of this document (Exhibit 5).
- Modifications to the conceptual plan (Exhibit 6), Vesting Tentative Map (Exhibit 7) and Conceptual Utility Plans (Exhibits 8, 9, 10, 11 and 12) that do not exceed the new development vehicle trip cap, do not increase the

number of parcels and do not require subsequent CEQA environmental review may be deemed minor by the Director of Planning and Building Safety.

- Adjustments, Administrative Adjustments, Administrative Determinations subject to the requirements in Section VII.A, above.

D. SITE PLAN REVIEW

1. Overview

In order to develop a Project that is in conformance with the uses, density, approved FAR, Design Guidelines and trip generation of this Specific Plan, a Site Plan Review (“SPR”) application shall be filed with the Department of Planning and Building Safety.

2. Application for Site Plan Review - Contents

The Site Plan Review Application must conform to the following. The number of copies required for submittal will be determined by City policy at time of submittal:

- a. A “Development Status Tracking Table” must be submitted to the Director of Planning and Building Safety for review by the Planning and Building Safety Department as part of any site plan submittal within the Specific Plan area. This table must specify the development request for the site plan including the following information:
 - Specific Plan parcel area(s) and the allocation of intensity by land use as defined in Section III herein;
 - A revised Land Use table for the Specific Plan area by phase, showing updated land use distribution and intensity as modified by the site plan submittal; and
 - Submittal of a traffic report analyzing the trip generation for the land use(s) and demonstrating that the maximum number of vehicle trips (trip ceiling) is not exceeded.
- c. Plans and landscape plans for projects must be prepared by a registered architect and a licensed landscape architect respectively.
- c. Site Plan. A fully dimensioned site plan, drawn to scale and showing:
 1. Location of existing and proposed structures, including signs, showing dimensions from property line;

2. Location, size and species of existing trees or natural attributes;
 3. Location of off-street parking. The number of parking spaces (specifying handicapped, compact and regular spaces), type of paving, direction of traffic flow, parking stall dimensions, and areas for turning and maneuvering vehicles;
 4. Location and dimension of driveway approaches, off-street loading areas, street and highway dedications;
 5. Refuse disposal and recycling;
 6. Location, height, and material of existing and/or proposed fences and walls;
 7. Means of screening all vents, pipes, antennas and machinery placed on roofs;
 8. Location, height and specifications of all existing and/or proposed exterior lighting;
 9. Location of all utility pipes, valves, vaults and similar appurtenances; and
 10. Location of structures on abutting lots showing dimensions to property line.
- d. Photometric Analysis for parking lots and parking structures.
- e. Elevation Drawings. Elevation drawings dimensioned and fully illustrating all sides of the proposed structures. These drawings must include:
1. Location of signs and size, height, color, material and type of illumination of all signs. A Master Sign Plan must be submitted when the development includes two or more tenants;
 2. Location, size and style of architectural features, such as awnings, doors, windows and other wall openings; and
 3. All exterior materials and their colors.
- f. Landscape Plan. A preliminary landscape plan showing the location and design of the following listed items:
1. Existing trees (by species and size) proposed to be retained, removed or relocated on the site;

2. Landscaped areas and the numbers, varieties and sizes of plant materials to be planted therein and all other landscape features;
 3. Softscape, hardscape (walkways, paving, textured concrete) and lighting; and
 4. All submittal material required by ESMC Chapter 10-2.
- g. Colors and Materials. A materials and colors board showing all colors and materials, with color chips and textures keyed to the principal plan elements where those components are found.
 - h. Floor Plans.
 - i. Photo Board. Showing subject site, and all surrounding properties.
 - j. Rendering/Illustration. One set of color elevation drawings or a color rendering. The Director of Planning and Building Safety may require, at his/her discretion, a computer model where such is necessary to evaluate scale, massing and architectural treatment.

3. Site Plan Review - Procedure

- a. The Director of Planning and Building Safety must review the application to ensure there is consistency with the Specific Plan within 30 days after the Director deems the application complete.
- b. CEQA Review, if required, must be conducted in accordance with applicable law.
- c. The Site Plan Review must be timely scheduled for public hearing before the Planning Commission, which date should not exceed 45 days after the completion of the public review period of the environmental documentation, or within 30 days from the date the application is deemed complete if no further environmental review is required. The Planning Commission must render its decision in writing, either approving, approving with conditions, or denying the Site Plan Review application, stating the reasons for such action. The decision of the Planning Commission is final unless appealed to the City Council.
- d. Any aggrieved person may appeal the Planning Commission's decision to the City Council. Such appeal must be filed in writing with the Department of Planning and Building Safety within ten (10) days after the date of the written decision by the Planning Commission. Upon receipt of such an appeal and the payment of the appropriate filing fee, the matter must be

scheduled for consideration by the City Council no more than 45 days after the date of receipt of the appeal.

- e. The Site Plan is valid for two years from the date of approval. If construction does not commence within such time, but the applicant has diligently pursued the Project plan review process, the Director of Planning and Building Safety may extend the Site Plan approval for up to two additional years.
- f. After the Site Plan is approved, the Director of Planning and Building Safety may approve minor changes in the Site Plan or its conditions if the Director finds that there are practical reasons for such changes, that such changes do not substantially vary from the previously approved site plan and applicable law and that such changes do not involved deviations from the design's intent.

4. Site Plan Review Criteria

The purpose of the Site Plan Review procedure is to ensure that the development provides a cohesive visual identity and coordinated design character for the Specific Plan area of high quality. The overall coordinated design character must be expressed in the site planning, architecture, landscaping, lighting, and signage. The architectural design is to be compatible in character, massing and materials consistent with the conceptual plan depicted in this Plan.

In approving the Site Plan Review the Planning Commission, or City Council on appeal, must consider the following factors:

- a. The dimensions, shape and orientation of the parcel;
- b. The placement of buildings and structures on the parcel;
- c. The height, setbacks, bulk and building materials;
- d. The building materials and design;
- e. The distance between buildings or structures;
- f. The location, number and layout of off-street parking and loading spaces;
- g. The internal vehicular patterns and pedestrian safety features;
- h. The location, distribution, amount and type of landscaping materials and the sustainability of the landscaping material with the El Segundo climate in compliance with the applicable climate zone;

- i. The placement, photometrics, height and direction of illumination of light standards;
- j. The location, number, size and height of signs;
- k. The location, height and materials of walls, fences or hedges;
- l. The location and method of screening refuse and storage areas, roof equipment, pipes, vents, utility equipment and all equipment not contained in the main buildings of the development;
- m. Compliance with all applicable development standards including, but not limited to, height, setbacks, FAR, trip generation, and off-street parking requirements; and,
- n. Consistency with the Design Guidelines of this Specific Plan.

5. Approval Criteria

The Planning Commission, or City Council on appeal, may approve the Site Plan Review if it finds that the site plan, architecture and landscape design, with conditions if necessary are consistent with this Specific Plan.

6. Exempt Activities

The following is a list of activities which are exempt from the site plan review process. This list is not all-inclusive; the Director of Planning and Building Safety may exempt other activities not listed:

- a. All interior changes and alterations
- b. Demolition of Buildings E-20, E-21, E-23, or E-24
- c. Exterior mechanical equipment (heating, air conditioning, water heater) designed with mechanical equipment screening compatible with the architecture of the building to which it is adjacent or affixed.
- d. Minor exterior repairs costing less than \$50,000 in 2015 dollars, indexed for inflation to the Consumer Price Index (CPI).
- e. Reglazing, new mullions
- f. Re-landscaping consistent with the landscape palette
- g. Repainting
- h. Reroofing with similar style roofing materials

E. AMENDMENT

In accordance with the Government Code §§ 65450-65457, Specific Plans must be prepared, adopted and amended in the same manner as General Plans except that Specific Plans may be adopted by resolution or by ordinance.

This Specific Plan may be amended as necessary by ordinance. Said amendment or amendments do not require a concurrent General Plan amendment unless the Director of Planning and Building Safety determines that the proposed amendment would substantially affect General Plan goals, policies, objectives or programs.

F. CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE

The El Segundo South Campus Specific Plan and related entitlements were approved in accordance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines (Guidelines), and City policies adopted to implement the CEQA and the Guidelines.

An Environmental Impact Report was prepared and certified by the City Council which establishes the development thresholds shown in Table VII-1 below.

**Table VII-1
California Environmental Quality Act Compliance**

EIR Project	Net Floor Area
Existing Site Facilities	1,802,513 square feet
The Conceptual Site Plan and Application Materials evaluated within the EIR document.	1,930,000 square feet (including 13,624 square feet of demolition and replacement)

The CEQA clearance indicated above analyzes the effects of 1,930,000 net square feet of incremental development by the Project , 13,624 of which is anticipated to be replacement of existing facilities with allowed uses.

Any portion of the Project that is developed consistent with the Conceptual Site Plan evaluated for this Specific Plan is exempt from further CEQA analysis unless an event specified in Public Resources Code § 21166 occurs as to the Specific Plan.

APPENDIX A

El Segundo South Campus Specific Plan Trip Generation Rates, Credits, and Caps

The following two tables are to provide data for maintaining a trip inventory analysis for the build-out of the Specific Plan. A table maintaining a cumulative accounting of total square footage by land use as well as the cumulative number of A.M. and P.M. peak hour trips generated by new development within the Specific Plan area must be generated by the project applicant and verified by the City. The trip inventory must be updated and submitted upon the filing of site plan review application and verified before a building permit is issued.

The traffic-generating characteristics of most of the components of the Project are identified in the Institute of Transportation Engineers' (ITE) *Trip Generation*, 9th Edition.

With mixed-use projects there are many opportunities for interaction amongst the various uses. The interaction is likely to reduce the number of trips entering and leaving the site (“internal capture”). Additionally, many of the individual uses will attract vehicles already on the surrounding street network (“diverted/pass-by”). These are trips that are already on the roadway network and are diverted to the Project. Furthermore, since the Specific Plan is adjacent to the El Segundo Metro Green Line station, the following table takes into consideration credits for transit usage, as well as for “internal capture” and “diverted/pass-by.”

Appendix A – Table 1
Project Trip Ceiling
for trips associated with new development
within the ESSCSP area.

AM Peak Hour Trips		
In	Out	Total
2634	408	3042

PM Peak Hour Trips		
In	Out	Total
631	2489	3120

Total Daily Trips
26, 585

**Appendix A – Table 2
Summary of Trip Generation Rates and Trip Credits**

**RAYTHEON SOUTH CAMPUS SPECIFIC PLAN DRAFT TRAFFIC IMPACT ANALYSIS
SUMMARY OF TRIP GENERATION RATES AND TRIP CREDITS**

Use	AM PEAK-HOUR FORMULA (per 1,000 gross square feet)	PM PEAK-HOUR FORMULA (per 1,000 gross square feet)	AVERAGE DAILY TRIPS FORMULA (per 1,000 gross square feet)
Retail	T = 0.96 (A)	T = 3.71 (A)	T = 42.70 (A)
Internal Capture	-	Less 1%	Less 2%
Diverted/Pass-By	-	Less 34%	-
General Light Industrial	T = 0.92 (A)	T = 0.97 (A)	T = 6.97 (A)
Internal Capture	-	Less 1%	Less 1%
Warehouse	T = 0.30 (A)	T = 0.32 (A)	T = 3.56 (A)
Internal Capture	-	Less 1%	Less 1%
Office	T = 1.56 (A)	T = 1.49 (A)	T = 11.03 (A)
Internal Capture	-	Less 1%	Less 1%
Transit Credit*	Less 5%	Less 5%	Less 5%
Other Possible Uses			
Health/Fitness Club	T = 1.41 (A)	T = 3.53 (A)	T = 32.93 (A)
Hotel	T = 0.53 (R)	T = 0.60 (R)	T = 8.17 (R)
Medical/Dental Office	T = 2.39 (A)	T = 3.57 (A)	T = 36.13 (A)
Supermarket	T = 3.40 (A)	T = 9.48 (A)	T = 102.24 (A)
Quality Restaurant	T = 0.81 (A)	T = 7.49 (A)	T = 89.95 (A)
High-Turnover (Sit-Down) Restaurant	T = 10.81 (A)	T = 9.85 (A)	T = 127.15 (A)
Fast-Food Restaurant without Drive-Through Window	T = 43.87 (A)	T = 26.15 (A)	T = 716.00 (A)
Coffee/Donut Shop without Drive-Through Window	T = 108.38 (A)	T = 40.75 (A)	T = 818.58 (A)

Notes

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

T: Trip ends

A: Building area in 1,00 sq. ft.

R: Rooms

APPENDIX B
EL SEGUNDO SOUTH CAMPUS SPECIFIC PLAN
LEGAL DESCRIPTION

THAT PORTION OF SECTION 18, TOWNSHIP 3 SOUTH, RANGE 14 WEST, IN THE RANCHO SAUSAL REDONDO, IN THE CITY OF EL SEGUNDO, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON THE MAP FILED IN CASE NO. 11629, SUPERIOR COURT OF SAID COUNTY ON JUNE 21, 1890, IN THE OFFICE OF THE COUNTY CLERK OF SAID COUNTY, A COPY OF SAID MAP APPEARING IN THE FILES OF THE COUNTY SURVEYOR OF SAID COUNTY AS CLERK'S FILED MAP NO. 218, BOUNDED AS FOLLOWS:

BOUNDED ON THE NORTH BY THE NORTH LINE OF SAID SECTION 18; BOUNDED ON THE EAST BY THE WESTERLY LINE AND THE NORTHERLY PROLONGATION THEREOF OF TRACT NO. 26556, AS SHOWN ON MAP RECORDED IN BOOK 675 PAGES 93 TO 94 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; BOUNDED ON THE SOUTHEAST BY THE NORTHWESTERLY LINE OF THE 80 FOOT STRIP OF LAND DESCRIBED IN THE DEED TO PACIFIC ELECTRIC RAILWAY CO., RECORDED MAY 27, 1913 AS INSTRUMENT NO. 210 IN BOOK 5750 PAGE 43 OF DEEDS, RECORDS OF SAID COUNTY AND BOUNDED ON THE SOUTHWEST BY THE NORTHEASTERLY LINE OF THE LAND DESCRIBED AS PARCEL 2 IN THE DEED TO SOUTHERN CALIFORNIA EDISON COMPANY, RECORDED MARCH 6, 1930 AS INSTRUMENT NO. 535 IN BOOK 9840 PAGE 33, OFFICIAL RECORDS OF SAID COUNTY.

EXCEPT THEREFROM, ALL OIL, GAS AND OTHER HYDROCARBONS, GEOTHERMAL RESOURCES AS DEFINED IN SECTION 6903 OF THE CALIFORNIA PUBLIC RESOURCES CODE AND ALL OTHER MINERALS, WHETHER SIMILAR TO THOSE HEREIN SPECIFIED OR NOT, WITHIN OR THAT MAY BE PRODUCED FROM THE PROPERTY BELOW A DEPTH OF FIVE HUNDRED (500) FEET, AS RESERVED BY DEED EXECUTED BY CHEVRON U.S.A. INC., A CORPORATION, RECORDED ON NOVEMBER 28, 1978 AS INSTRUMENT NO. 78 -1317577, WHICH ALSO RECITES, "PROVIDED, HOWEVER, THAT ALL RIGHTS AND INTEREST IN THE SURFACE OF THE PROPERTY AND THE LAND MASS OF THE PROPERTY TO A DEPTH OF FIVE HUNDRED (500) FEET ARE HEREBY CONVEYED TO GRANTEE, NO RIGHT OR INTEREST OF ANY KIND THEREIN, EXPRESS OR IMPLIED, BEING EXCEPTED OR RESERVED TO GRANTOR EXCEPT AS HEREINAFTER EXPRESSLY SET FORTH."

ASSESSOR'S PARCEL NOs. 4138-014-047 AND 4138-014-013

**South Campus Development Tracking Table - Square Feet and FAR As of April
2023**

Land Use	Building Area (Net Square Feet)	Building Area (Gross Square Feet)
<u>South Campus Specific Plan Entitled Square Feet</u>		
Office	1,565,000	1,752,800
Warehouse/Storage	82,000	91,840
Light Industrial	150,000	168,000
Commercial	133,000	148,960
<i>Subtotal Entitled Additional Development</i>	<i>1,930,000</i>	<i>2,161,600</i>
Existing Campus Uses•	1,788,889	2,069,947
Total Campus Entitled Square Feet	3,718,889	4,231,547
<u>Phase I - New Development</u>		
Office	40,450	42,119
Warehouse/Storage	-	-
Light Industrial	-	-
Commercial	19,259	19,918
Total Phase I Square Feet	59,709	62,037
<u>Phase II - New Development</u>		
Office	122,080	143,250
Warehouse/Storage	4,368	4,800
Light Industrial	-	-
Commercial	-	-
Total Phase II Square Feet	126,448	148,050
<u>Phase III - New Development</u>		
Office	-	-
Warehouse/Storage	-	-
Light Industrial	-	-
Commercial	-	-
Total Phase III Square Feet	-	-
<u>Phase IV - New Development</u>		
Office	-	-
Warehouse/Storage	5,237	5,865
Light Industrial	-	-
Commercial	-	-
Total Phase IV Square Feet	5,237	5,865
<u>Remaining South Campus Specific Plan Entitled Square Feet</u>		
Office	1,402,470	1,567,431
Warehouse/Storage	72,395	81,175
Light Industrial	150,000	168,000
Commercial	113,741	129,042
<i>Subtotal Remaining Specific Plan Entitled Square Feet</i>	<i>1,738,606</i>	<i>1,945,648</i>
Existing Campus Uses•	1,788,889	2,069,947
Total Campus Entitled Square Feet	3,718,889	4,231,547

**South Campus Development Tracking Table - Square Feet and FAR As of April
2023 [continued]**

<u>South Campus Specific Plan FAR</u>		
Total Entitled FAR	0.60	
Total FAR of Existing Development	0.29	
Total FAR of New Development	0.03	
Total FAR of Existing & New Development	0.32	