

5.1 Land Use and Planning



5.1 LAND USE AND PLANNING

This section identifies the existing land use conditions, evaluates the Project's consistency with relevant planning policies and when necessary, recommends mitigation measures to avoid or lessen the significance of potential impacts. The on-site and surrounding land use conditions and relevant land use policies and regulations, as set forth by the City of El Segundo (City), are identified. Information in this section is based upon the *City of El Segundo General Plan* (General Plan) and the *El Segundo Municipal Code* (ESMC).

5.1.1 EXISTING REGULATORY SETTING

REGIONAL PLANS AND POLICIES

Regional plans/policies created by planning agencies such as the Southern California Association of Governments (SCAG) and the South Coast Air Quality Management District (SCAQMD) influence land use planning in the City of El Segundo.

Southern California Association of Governments

SCAG functions as the Metropolitan Planning Organization (MPO) for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The region encompasses a population exceeding 19 million persons in an area of more than 38,000 square miles. As the designated MPO, SCAG is mandated by the Federal government to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. Additional mandates exist at the State level. SCAG is responsible for the maintenance of a continuous, comprehensive, and coordinated planning process. SCAG is also responsible for the development of demographic projections, as well as integrated land use, housing, employment, transportation programs, measures, and strategies for portions of the SCAQMD's *2007 Air Quality Management Plan for the South Coast Air Basin* (2007 AQMP).

The City of El Segundo is a member agency of the South Bay Cities Council of Governments (SBCCOG), one of 14 Subregional Organizations that make up SCAG. The SBCCOG is a joint powers authority of 16 cities (inclusive of El Segundo) and the County of Los Angeles that share the goal of maximizing the quality of life and productivity of their area.

Regional Comprehensive Plan

The *2008 Regional Comprehensive Plan: Helping Communities Achieve a Sustainable Future* (RCP) was prepared in response to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's inter-related housing, traffic, water, air quality, and other regional challenges. The RCP serves as an advisory document to local agencies in the Southern California region for their information and voluntary use for preparing local plans and handling local issues of regional significance. The RCP is a collaborative effort that addresses the region's challenges and sets a path forward in two key ways: 1) it ties together SCAG's role in transportation, land use, and air quality planning and demonstrates why further action is needed; and 2) it recommends key roles and responsibilities for public and private sector stakeholders and invites them to implement reasonable policies that are within their control.



Compass Blueprint Growth Visioning Program

In 2001, SCAG started a regional visioning process (i.e., Southern California Compass) to develop a strategy for regional growth that would accommodate growth while providing for livability, mobility, prosperity, and sustainability. The Compass Blueprint Growth Vision is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- Mobility. Getting where we want to go;
- Livability. Creating positive communities;
- Prosperity. Long-term health for the region; and
- Sustainability. Promoting efficient use of natural resources.

To realize these principles on the ground, the Growth Vision encourages:

- Focusing growth in existing and emerging centers and along major transportation corridors;
- Creating significant areas of mixed-use development and walkable communities;
- Targeting growth around existing and planned transit stations; and
- Preserving existing open space and stable residential areas.

The *Growth Vision Report* (GVR) presents the comprehensive Growth Vision for the six-county SCAG region as well as the achievements of the Compass process. It details the evolution of the vision and concludes with a series of implementation steps – including tools for each guiding principle and overarching implementation strategies – that will guide Southern California toward its envisioned future.

The Compass Blueprint 2 Percent Strategy is a guideline for how and where the Growth Vision can be implemented. It calls for modest changes to current land use and transportation trends on only 2.0 percent of the land area of the region - the “2% Strategy Opportunity Areas.” Investing planning efforts and resources according to the 2% Strategy is anticipated to yield the greatest progress toward improving measures of mobility, livability, prosperity and sustainability for local neighborhoods and their residents. The 2% Strategy Opportunity Areas are made up of the following, among others:

- Metro Centers. Local areas of regional significance that are currently, or are projected to be, major employment and residential centers, attracting large numbers of work commuters and well-accessible by both highway and transit.
- City Centers. Local areas of sub-regional significance that are currently, or are projected to be, employment and residential centers, providing regional benefits as their share of jobs and housing units increase.
- Rail Transit Stops. Areas that have an existing or planned light rail, subway, commuter rail, Amtrak and/or Maglev station stop.
- Airports, Ports, and Industrial Centers. Areas that have an existing or planned airport, sea port, inland port, international border crossing or major regional industrial center that is significant in the region’s economy.



According to the South Bay Cities Council of Governments Opportunity Area Map, the Project site is located within a 2% Strategy Opportunity Area.¹

2012-2035 Regional Transportation Plan/ Sustainable Communities Strategy: Towards A Sustainable Future

The Regional Transportation Plan (RTP) is developed, maintained, and updated by SCAG, Southern California's MPO. On April 4, 2012, SCAG's Regional Council adopted the *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future* with the primary goal of increasing mobility for the region's residents and visitors, while also emphasizing sustainability and integrated planning. The vision of the RTP/SCS encompasses three principles that collectively work as the key to the region's future: mobility; economy; and sustainability. The 2012–2035 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act. The 2012–2035 RTP/SCS contains a regional commitment for the broad deployment of zero- and near-zero emission transportation technologies. The RTP/SCS also contains a host of improvements to the region's multimodal transportation system and a financial plan that identifies how much money is available to support the region's transportation investments.

Within the RTP, the SCS demonstrates the region's ability to attain and exceed the Greenhouse Gas (GHG) emission-reduction targets set forth by the ARB. The SCS outlines a plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network.

INTERGOVERNMENTAL REVIEW

SCAG's Intergovernmental Review (IGR) Section is responsible for performing consistency review of regionally significant local plans, projects, and programs with SCAG's adopted regional plans. The criteria for projects of regional significance are outlined in CEQA Guidelines §§ 15125 and 15206, and include projects that directly relate to the policies and strategies contained in the Regional Comprehensive Plan and Guide and the Regional Transportation Plan. There are two sets of minimum criteria for classification of projects as regionally significant:² Criteria 1 through 12 are recommended for use by CEQA Guidelines § 15206; Criteria 13 through 22 reflect SCAG's mandates and regionally significant projects that directly relate to policies and strategies contained in the RCPG.

The proposed plan, project, or program is directed to demonstrate how it is consistent with the 2012–2035 RTP/SCS, which is established through consistency with 2012–2035 RTP/SCS Goals and Adopted Growth Forecasts. SCAG encourages the use of the SCAG List of

¹ Southern California Association of Governments Website, Compass Blueprint, <http://www.compassblueprint.org/opportunityareas>, Accessed March 26, 2013.

² Southern California Association of Governments Website, Intergovernmental Review Section, <http://scag.ca.gov/igr/clist.htm>, Accessed March 26, 2013.



Mitigation Measures extracted from the 2012–2035 RTP/SCS Program Environmental Impact Report (see pages ES-4 to ES-87) to aid with demonstrating consistency with regional plans and policies.

South Coast Air Quality Management Plan

The South Coast Air Quality Management District (SCAQMD) is one of 35 air quality management districts that periodically prepare an update to the Air Quality Management Plan (AQMP) to meet the federal requirements and/or to incorporate the latest technical planning information. The most current Plan, the Final 2012 AQMP, was adopted by the AQMD Governing Board on December 7, 2012. Upon its adoption, it became the legally enforceable plan for meeting the federal 24-hour PM_{2.5} (fine particulate) standard by 2014.

The 2012 AQMP incorporates the latest scientific and technological information and planning assumptions, including the 2012–2035 RTP/SCS and updated emission inventory methodologies for various source categories. The 2012 AQMP includes new and changing federal requirements, implementation of new technology measures, and the continued development of economically sound, flexible compliance approaches. The AQMP is intended to maintain focus on the air quality impacts of major projects related to goods movement, land use, energy efficiency and other key areas of growth. The AQMP's key elements include enhancements to existing programs to meet the 24-hour PM_{2.5} federal health standard and a proposed plan of action to reduce ground-level ozone. The AQMP also proposes measures to meet the commitment in AQMD's previous 8-hour federal ozone plan.

South Bay Bicycle Master Plan

The South Bay Bicycle Master Plan (August 2011)³ is the result of a partnership between the Los Angeles County Bicycle Coalition and South Bay Bicycle Coalition. The South Bay Bicycle Master Plan is intended to guide the development and maintenance of a comprehensive bicycle network and set of programs and policies throughout the seven participating South Bay cities, inclusive of El Segundo, for the next 20 years. The Bicycle Master Plan provides direction for expanding the existing bikeway network, connecting gaps in and between the participating cities, and ensuring greater local and regional connectivity. South Bay Bicycle Master Plan Chapter 3 specifically addresses El Segundo. It presents the existing bicycling conditions that influenced recommendations in the Plan and proposed policies and bicycle facilities in the City.

South Bay Bicycle Master Plan Figure 3-3 illustrates the proposed bicycle network for El Segundo and indicates two facilities are proposed in the Project vicinity along El Segundo Boulevard: a Class I Bicycle Path between Sepulveda Boulevard and Nash Street; and Class II Bicycle Lanes between Nash Street and the eastern City limits. According to the Plan, Class I Bike Paths provide completely separated right-of-way (ROW) for exclusive use by bicycles and pedestrians with cross-flow minimized. Class II Bike Lanes provide a striped lane for one-way travel on a street or highway.

³ The Master Plan was approved; however, no CEQA analysis was ever performed for the various projects it identified. The Class 1 bike path on El Segundo Boulevard is included as a component of the project evaluated within the Draft EIR.



CITY OF EL SEGUNDO PLANS AND POLICIES

El Segundo General Plan

The City adopted the comprehensive El Segundo General Plan (General Plan) in 1992. The General Plan constitutes the City's overall plans, goals, and objectives for land use within the City's jurisdiction. The General Plan addresses a broad range of issues relating to the community's physical, economic, and social development. It contains an evaluation of existing conditions and provides the long-term goals and policies necessary to guide growth and development in the direction that the community desires. Through the Goals, Objectives, Policies, and Programs it contains, the General Plan serves as a decision-making tool to guide future growth and development decisions. The General Plan consists of a Land Use Map, and the following seven mandatory and three optional elements:

- Economic Development Element;
- Land Use Element (updated 2001);
- Circulation Element (updated 2004);
- Housing Element (updated 2014);
- Open Space and Recreation Element;
- Conservation Element;
- Air Quality Element;
- Noise Element;
- Public Safety Element; and
- Hazardous Materials and Waste Management Element.

The Project-relevant portions of the Land Use Element, which has the broadest scope of all the General Plan elements, are discussed below. Additionally, the Project involves circulation and recreational improvements. Therefore, the Project-relevant portions of the Circulation Element and Open Space and Recreation Element are also discussed.

LAND USE ELEMENT

The Land Use Element is intended to direct the course of growth and development in the City, through the Goals, Objectives, Policies, and Program Statements it contains. This Element influences the character of the City more than any other single General Plan Element. It uses text and maps to designate the future use/reuse of the City's land. It also serves as a guide to structuring zoning and subdivision controls, urban renewal, and capital improvements programs, and making official decisions regarding the distribution and intensity of development and location of public facilities and open space.

The General Plan Policies that are relevant to the proposed Project are outlined in Table 5.1-1, General Plan Consistency Analysis.

Land Use Plan and Designations

The City's Land Use Plan, which indicates future land uses for the entire City, is addressed in the Land Use Element. For ease of discussion, the City is divided into four quadrants, with the El Segundo Boulevard/Sepulveda Boulevard intersection at the center. The Project site is located in the City's southeast quadrant. The land uses within the southeast quadrant are further described, as follows:



The majority of the southeast quadrant is designated light industrial. This category allows for a mixture of light industrial and office uses, similar to what is now existing in some of the business parks between Douglas Street and Aviation Boulevard.

The privately-owned park for Hughes employees is also designated as open space, to ensure it will continue to be used as a recreation facility.

The Land Use Element identifies and describes the City's various land use designations and establishes the maximum land use density or intensity allowed for each. According to the General Plan Land Use Map (April 15, 2014),⁴ the Project site is designated Light Industrial, Open Space, and Public Facilities. The Land Use Element describes these designations, as follows:

- **Light Industrial.** This designation permits light manufacturing, warehousing, research and development, and office. The maximum floor area ratio (FAR) allowed is 0.6. Other compatible uses and additional FAR may be permitted for individual projects by the approval of a Specific Plan with supplemental environmental analysis.
- **Open Space.** The Open Space designation permits passive or active use of areas preserved as useable or visual open space both publicly- and privately-owned.
- **Public Facilities.** This designation permits publicly owned facilities such as schools, maintenance yards, utilities, the Civic Center, and the Library.

CIRCULATION ELEMENT

The Circulation Element is intended to assist the City in providing a safe, convenient, and efficient circulation system. It provides the general location and extent of existing and proposed major thoroughfares, transportation routes, and other public facilities. It also identifies the system capable of responding to the anticipated growth, consistent with the Policies and Land Use Plan presented in the Land Use Element. The Circulation Element identifies the physical improvements needed to attain the circulation Goals and Objectives and alternative techniques to improve the City's circulation system.

The City's street network is essentially a grid system of east/west and north/south roadways. Exhibit 5.2-1, Study Intersection Locations, illustrates the existing street network in the Project's vicinity and indicates the following primary roadways provide local access to the Project site: El Segundo Boulevard (forms the site's northern boundary); Rosecrans Avenue (located approximately 0.5 mile to the south); Aviation Boulevard (approximately 0.5 mile to the east); and Sepulveda Boulevard (adjacent to the site's western boundary).

2004 Master Plan of Streets

Circulation Element Exhibit C-10 illustrates the City's Master Plan of Streets (Master Plan). The Master Plan designates the preferred number of traffic lanes (roadway classification) to support buildout of the Land Use Element. According to Circulation Element Exhibit C-10, the primary roadways that provide local access to the Project site (El Segundo Boulevard, Rosecrans

⁴ City of El Segundo Website, *General Plan Land Use Map*, http://www.elsegundo.org/map_gallery.asp, Accessed May 5, 2014.



Avenue, Aviation Boulevard, and Sepulveda Boulevard) are classified as Major Arterials. Major Arterials function to connect traffic from collectors to the major freeway system and should be planned for eight lanes of through traffic. Circulation Element Exhibit C-8 specifies the geometrics (minimum standards) for each roadway classification. When new roadways are constructed or existing roadways are improved, the standards shown on Exhibit C-8 are used to establish minimum ROW requirements.⁵ Additionally, Nash Street and Continental Boulevard, which terminate at El Segundo Boulevard adjacent to the Project site are classified as Secondary Arterials. Exhibit C-10 also notes that the circulation along the perimeter of the Project site is “to be developed in conjunction with land development.”

Transportation System Management and Transportation Demand Management

The Circulation Element recognizes the buildout traffic projections in many instances cannot be accommodated solely by conventional roadway widening techniques. The Element requires the use of Transportation System Management (TSM) and Transportation Demand Management (TDM) techniques to handle the projected “person trips” in the area. Refer to Section 5.2, Traffic and Circulation, for further discussion regarding TSM and TDM techniques.

Rail Rapid Transit and Pedestrian/Bicycle Circulation

A portion of the elevated Metro Green Line railway traverses the northeastern corner of the site. The Green Line is a light rail line running between Redondo Beach and Norwalk. The Circulation Element (Pages 4-33 and 34) notes the following regarding the Metro Green Line and pedestrian/bicycle circulation:

To ensure that the Metro Green Line is integrated into the City’s circulation system and City activities in general, consideration of the rail line should be incorporated into all aspects of City planning activities and the development review process. This is particularly important in the vicinity of the rail line stations. In addition, the pedestrian and bicycle circulation system must be designed to allow convenient access to each of the stations.

A multi-modal transit center with a park-and-ride facility is planned to be constructed on City property adjacent to the Douglas Street Metro Green Line Station, as part of the Douglas Street extension project.

Master Plan of Bicycle Routes

Circulation Element Exhibit C-15 illustrates the City’s Master Plan of Bicycle Routes and identifies a Class II or III bicycle facility on El Segundo Boulevard fronting the Project site. As discussed above, the South Bay Bicycle Master Plan identifies a Class I bike path on El Segundo Boulevard. The South Bay Bicycle Master Plan’s more stringent requirement of a Class I bike path is applicable to the Project. The South Bay Bicycle Master Plan is also discussed in Section 5.10, Public Services and Recreation.

Refer to Table 5.1-1 for the relevant Circulation Element policies.

⁵ City of El Segundo, *City of El Segundo General Plan Circulation Element*, Page 4-12.



OPEN SPACE AND RECREATION ELEMENT

According to the Open Space and Recreation Element, “open space land” is any parcel or area of land or water which is essentially unimproved and devoted to an open space use. Accordingly, this Element addresses the preservation of natural resources, active and passive outdoor recreation, and public health and safety. The Element also provides a program for the provision of open space in an orderly pattern of growth and development.

The Open Space and Recreation Element estimates that 20 percent of the City’s recreational facility users are non-residents. Therefore, to help accommodate the demand created by the non-residents, private employers such as Raytheon have established on-site parks and recreation facilities for their employees. Open Space and Recreation Element Exhibit OS-2 identifies the Project site’s recreational facilities as privately-owned resources.

Refer to Table 5.1-1 for the relevant Open Space and Recreation Element policies.

**Table 5.1-1
General Plan Consistency Analysis**

Policy #	Policy	Determination of Consistency
Land Use Element		
Goal LU4: Provision of a Stable Tax Base for El Segundo through Commercial Uses. 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.		
LU4-1.1	Require landscaping, its maintenance, and permanent upkeep on all new commercial developments.	<u>Consistent:</u> Before submittal of the first Site Plan, a Master Landscape Concept Plan would be reviewed by the City to provide for a unified Campus concept. The Master Landscape Concept Plan would be reviewed for consistency with the proposed streetscape concepts (see ESSCSP Exhibits 13-15). All future development would be reviewed by the City to ensure consistency with the Master Landscape Concept Plan.
Objective LU4-3: Provide for new office and research and development uses.		
LU4-3.2	Encourage mixed-use developments within one quarter mile of the Green Line stations.	<u>Consistent:</u> The El Segundo (Los Angeles) Metro Rail Station (Green Line) is located adjacent to the northeast corner of the Project site. This station is one of 14 Los Angeles County rail stations on the 20-mile Metro Green Line that extends from Norwalk to Redondo Beach. As noted in Response to Policy LU4-3.1, the ESSCSP proposes a mixed-use concept.
LU4-3.4	Develop parking guidelines that encourage employers to provide incentives for using public transportation, plan for reducing Vehicle Miles Traveled (VMT), and dedicate shuttles to and from the Green Line.	<u>Consistent:</u> As specified in ESSCSP Section VI.D, <i>Parking and Loading</i> , parking and loading spaces within the ESSCSP area must be provided in accordance with ESMC Chapter 15-15. The parking plan would be reviewed by the City for compliance with ESMC Chapter 15-15, and compliance verified before the City issues a Grading Permit. Additionally, refer to Response to Goal RTP/SCS G6 in <u>Table 5.1-3</u> regarding TDM measures.



**Table 5.1-1 [continued]
General Plan Consistency Analysis**

Policy #	Policy	Determination of Consistency
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.		
LU4-4.1	Policies and zoning regulations shall be developed to help guide the development of commercial activities within mixed-use projects.	<u>Consistent:</u> As discussed in the ESMC Chapter 15-3: Zones and Uses Section above, ZTA No. 11-01 would amend ESMC § 15-3-2 to include the proposed ESSCSP’s design guidelines, development standards, and administrative provisions. ESSCSP Section VI, <i>Development Standards</i> , which outlines the development standards and permitted uses within the ESSCSP area, and the FAR and trip ceiling limitations, would be included. Upon adoption, the ESSCSP would regulate development of commercial activities within the ESSCSP area, including mixed-use projects. Refer also to Response to Policy LU4-3.1.
LU4-4.4	Promote commercial uses, in conjunction with other uses, in buildings within a quarter-mile walking radius of the Green Line stations.	<u>Consistent:</u> Refer to Responses to Policy LU4-3.1 and LU4-3.2.
LU4-4.6	Promote mixed-use development near transit nodes and encourage modes of transportation that do not require an automobile.	<u>Consistent:</u> Refer to Responses to Policy LU4-3.1 and LU4-3.2. Response to Goal RTP/SCS G6 in <u>Table 5.1-3</u> and <u>Section 5.2</u> .
LU4-4.8	Develop guidelines for mixed-use, high intensity nodes within a quarter-mile walking radius of the Green Line stations.	<u>Consistent:</u> Refer to Responses to Policy LU4-3.1, LU4-3.2, and LU4-4.1.
Goal LU6: Maintenance of Parks and Recreation Facilities: Maintain and upgrade the existing excellent parks, recreation, and open space facilities within the City of El Segundo.		
Objective LU6-1: The development of parks, open space, and recreational facilities should be consistent with the guidelines, policies, and programs of the Open Space and Recreation Element.		
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.	<u>Consistent:</u> As discussed in <u>Section 5.10, <i>Public Services and Recreation</i></u> , the ESSCSP’s Recreation/Open Space category includes the Project’s private recreation facilities (refer to Lot 11 on <u>Exhibit 3-6</u>). The ESSCSP specifies that at least three of the following recreational facilities must be provided: fields for baseball, soccer, and other team sports; tennis courts; basketball courts; handball courts; and volleyball courts. The ESSCSP also proposes a Class I Bicycle Path within the El Segundo Boulevard ROW and two Class II Bicycle Lanes within the Nash Street extension, and a bicycle parking station (at either the Metro Green Line Station or on-site).
Goal LU7: Provision of Quality Infrastructure: Provide the highest quality public facilities, services, and public infrastructure possible to the community.		
Objective LU7-1: Provide the highest and most efficient level of public services and public infrastructure financially possible.		



**Table 5.1-1 [continued]
General Plan Consistency Analysis**

Policy #	Policy	Determination of Consistency
LU7-1.2	No new development shall be allowed unless adequate public facilities are in place or provided for.	<u>Consistent:</u> As concluded in <u>Section 5.10, <i>Public Services and Recreation</i></u> , and <u>Section 5.11, <i>Utilities and Service Systems</i></u> , the Project would provide the public services, and utilities and service systems commensurate with the demands it would create. In compliance with ESMC Chapter 15-27A, mitigation fees would be imposed on future applicants for development within the ESSCSP area. ESMC Chapter 15-27A fees would be imposed by the City to finance public facilities attributable to new development. Additionally, compliance with the recommended mitigation would be required to ensure adequate public facilities are in place or provided for.
LU7-1.4	Storm drain and flood control facilities shall be maintained throughout the City to protect residents and structures from an anticipated 50-year flood.	<u>Consistent:</u> As discussed in <u>Section 5.8, <i>Hydrology and Water Quality</i></u> , approximately 7,000 linear feet of new onsite storm drain lines are proposed to serve the Project; refer to <u>Exhibit 5.8-2, <i>Proposed Drainage System</i></u> . The analysis concluded there would be no net increase in storm water discharge from the Project site. Additionally, Mitigation Measure HYD-1 requires that a Construction-Level Hydrology and Hydraulic Study be conducted before any Grading Permit is issued to verify whether detention facilities are required in each proposed sub-area.
Circulation Element		
Goal C1: Provision for a Safe, Convenient, and Cost Effective Circulation System. Provide a safe, convenient, and cost-effective circulation system to serve the present and future circulation needs of the El Segundo community.		
Objective C1-1: Provide a roadway system that accommodates the City's existing and projected land use and circulation needs.		
C1-1.2	Pursue implementation of all Circulation Element policies such that all Master Plan roadways are upgraded and maintained at acceptable levels of service.	<u>Inconsistent:</u> As concluded in the <i>ESMC Chapter 15-24A</i> Section, the Project proposes improvements involving three roadways: El Segundo Boulevard; Nash Street; and Continental Boulevard. These roadways would be improved/constructed pursuant to Circulation Element Exhibit C-8 and ESMC Chapter 15-24A standards. Circulation Element Exhibit C-8 specifies the geometrics (minimum standards) for each roadway classification and ESMC Chapter 15-24A outlines the standards/requirements for ROW dedications and improvements. According to the Circulation Element, when existing roadways are improved or new roadways are constructed, the standards shown on Exhibit C-8 establish minimum ROW standards. Additionally, all improvements within public ROW must comply with the specifications on file with the City Engineer's Office. The improvements would include sidewalks, curbs/gutters, parkway trees, and roadway paving, among others. The proposed dedications and improvements would be reviewed by the City for compliance, which would be verified before the City issues a Grading Permit. The roadways would be upgraded/constructed pursuant to Circulation Element Exhibit C-8, ESMC Chapter 15-24A standards, and City Engineer's Office specifications, ensuring they are maintained at acceptable levels of service.



**Table 5.1-1 [continued]
General Plan Consistency Analysis**

Policy #	Policy	Determination of Consistency
		As concluded in <u>Section 5.2</u> , assuming implementation of the identified feasible mitigation, the impacts at El Segundo Intersections 29, 32, 38, 48, 50, and 51 would remain significant and unavoidable. Acceptable levels of service would not be maintained at these El Segundo intersections. Therefore, the Project would conflict with Policy C1-1.2, resulting in a significant and unavoidable impact.
C1-1.3	Provide adequate roadway capacity on all Master Plan roadways.	<u>Consistent:</u> As concluded in the <i>ESMC Chapter 15-24A</i> Section, the Project proposes improvements involving three roadways: El Segundo Boulevard; Nash Street; and Continental Boulevard. These roadways would be improved/constructed pursuant to Circulation Element Exhibit C-8 and ESMC Chapter 15-24A standards. Circulation Element Exhibit C-8 specifies the geometrics (minimum standards) for each roadway classification and ESMC Chapter 15-24A outlines the standards/requirements for ROW dedications and improvements. According to the Circulation Element, when existing roadways are improved or new roadways are constructed, the standards shown on Exhibit C-8 establish minimum ROW standards. Additionally, all improvements within public ROW must comply with the specifications on file with the City Engineer's Office. The improvements would include sidewalks, curbs/gutters, parkway trees, and roadway paving, among others. The proposed dedications and improvements would be reviewed by the City for compliance, which would be verified before the City issues a Grading Permit. The roadways would be upgraded/constructed pursuant to Circulation Element Exhibit C-8, ESMC Chapter 15-24A standards, and City Engineer's Office specifications, ensuring they are maintained at acceptable levels of service.
C1-1.4	Construct missing roadway links to complete the roadway system designated in the Circulation Element when needed to improve traffic operating conditions and to serve development.	<u>Consistent:</u> Refer to Response to Policy C1-1.3.
C1-1.5	Implement roadway and intersection upgrades to full Circulation Element standards when needed to improve traffic operating conditions and to serve development.	<u>Consistent [Roadways]:</u> Refer to Response to Policy C1-1.3 regarding roadways. <u>Inconsistent [Intersections]:</u> Refer to Response to Policy C1-1.2 regarding intersections.



**Table 5.1-1 [continued]
General Plan Consistency Analysis**

Policy #	Policy	Determination of Consistency
C1-1.6	Ensure that planned intersection improvements are constructed as designated in Exhibit C-9 to achieve efficient operation of the circulation system at a Level of Service “D” or better where feasible.	<u>Consistent:</u> General Plan Exhibit C-9 illustrates a series of intersection improvements that are either planned, funded, or that were under construction (as of the writing of the Circulation Element in September 2004). The following Project study intersections are identified in General Plan Exhibit C-9: 10, 12-15, 18, 27-35, 37-38, 44, 46, 48-51, and 57; see <u>Exhibit 5.2-1, Study Intersection Locations</u> . The Project would result in no impact or less than significant impact at Exhibit C-9 intersections 10, 12, 14, 15, 18, 27, 28, 30, 31, 33-35, 37, 44, and 46. Therefore, no mitigation (Exhibit C-9 planned intersection improvements) is required at these intersections. The Project would result in a less than significant impact with mitigation incorporated at Exhibit C-9 intersections 49 and 57. The Project would result in significant unavoidable impacts, despite implementation of all feasible mitigation, at Exhibit C-9 intersections 13, 29, 32, 48, and 50. Mitigation at Exhibit C-9 intersections 38 and 51 is infeasible due to right-of-way limitations and existing structures, thus, resulting in a significant and unavoidable impact. All improvements within public ROW must comply with the specifications on file with the City Engineer’s Office. The proposed dedications and improvements would be reviewed by the City for compliance, which would be verified before the City issues a Grading Permit. The roadways would be upgraded/constructed pursuant to Circulation Element Exhibit C-8, ESMC Chapter 15-24A standards, and City Engineer’s Office specifications.
C1-1.7	Provide adequate intersection capacity to the extent feasible on Major, Secondary, and Collector Arterials to maintain LOS D and to prevent diversion of through traffic into local residential streets.	<u>Consistent:</u> The Project would result in a less than significant impact with mitigation incorporated at study intersections 49 and 57. The Project would result in significant unavoidable impacts, despite implementation of all feasible mitigation, at study intersections 13, 29, 32, 48, 50, 53, and 55. Study intersections 7, 38, 51, 62, and 69 is infeasible due to right-of-way limitations and existing structures, thus, resulting in a significant and unavoidable impact. All improvements within public ROW must comply with the specifications on file with the City Engineer’s Office. The proposed dedications and improvements would be reviewed by the City for compliance, which would be verified before the City issues a Grading Permit. The roadways would be upgraded/constructed pursuant to Circulation Element Exhibit C-8, ESMC Chapter 15-24A standards, and City Engineer’s Office specifications. Therefore, the Project would provide intersection capacity to the extent feasible on impacted intersections. Additionally, as shown on <u>Exhibits 5.2-10 and 5.2-11</u> , the Project would not divert through traffic into local residential streets.
C1-1.10	Ensure that new roadway links are constructed as designated in the Master Plan and link with existing roadways within the City such that efficient operation of the circulation system is maintained at an operating Level of Service “D” or better.	<u>Inconsistent:</u> Refer to Response to Policies C1-1.2 and C1-1.3.



**Table 5.1-1 [continued]
General Plan Consistency Analysis**

Policy #	Policy	Determination of Consistency
C1-1.14	Require a full evaluation of potential traffic impacts associated with proposed new developments prior to project approval. Further, require the implementation of appropriate mitigation measures prior to, or in conjunction with, project development. Mitigation measures may include new roadway links on segments that would connect the new development to the existing roadway system, intersection improvements, and other measures. Mitigation measures must be provided by or paid for by the project developer.	<u>Consistent</u> : The Traffic Impact Analysis conducted for the Project provides a full evaluation of potential traffic impacts; see <u>Section 5.2</u> and <u>Appendix 10.3, Traffic Impact Analysis</u> . As discussed in <u>Section 5.2</u> , all feasible mitigation measures to avoid or less traffic impacts at study intersections have been required and must be implemented before issuance of Certificate of Occupancy. As also concluded in Section 5.2, mitigation at various intersections was deemed infeasible due to ROW limitations and existing structures.
C1-1.15	Pursue and protect adequate right-of-way to accommodate future circulation system improvements.	<u>Consistent</u> : Refer to Response to Policy C1-1.3.
Goal C2: Provisions for Alternative Modes of Transportation. 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.		
C2-1.1	Encourage the development of pedestrian linkages to and from the Metro Green Line stations to encourage and attract internodal transit/walking trips.	<u>Consistent</u> : Refer to Response to Goal RTP/SCS G6 in <u>Table 5.1-3</u> .
C2-1.3	Encourage new developments in the City to participate in the development of the citywide system of pedestrian walkways and require participation funded by the project developer where appropriate.	<u>Consistent</u> : Refer to Response to Goal RTP/SCS G6 in <u>Table 5.1-3</u> .
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.	<u>Consistent</u> : Refer to Response to Goal RTP/SCS G6 in <u>Table 5.1-3</u> and Response to Policy C1-1.3.
C2-1.6	Encourage shopping areas to design their facilities for ease of pedestrian access.	<u>Consistent</u> : Refer to Response to Goal RTP/SCS G6 in <u>Table 5.1-3</u> .
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.		



**Table 5.1-1 [continued]
General Plan Consistency Analysis**

Policy #	Policy	Determination of Consistency
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.	<p><u>Consistent:</u> Both the City of El Segundo Circulation Element Master Plan of Bicycle Routes and the South Bay Bicycle Master Plan identify a bicycle route on El Segundo Boulevard. The City's Master Plan of Bicycle Routes (Circulation Element Exhibit C-15) identifies a Class II or III bicycle facility on El Segundo Boulevard fronting the Project site, while the South Bay Bicycle Master Plan identifies a Class I bike path on El Segundo Boulevard. The South Bay Bicycle Master Plan's more stringent requirement of a Class I bike path is applicable to the Project. The Project proposes a 6.0-foot wide Class I Bicycle Path in a dedicated public easement within the El Segundo Boulevard ROW; refer to ESSCSP Exhibit 13, <i>El Segundo Boulevard Streetscape Concept</i>.</p> <p>The proposed El Segundo Boulevard Bicycle Path would implement the east-bound bicycle path planned by the South Bay Bicycle Master Plan. The Project also proposes a 6.0-foot wide Class II, on-street bicycle lane, on each side of the street, within the Nash Street extension; refer to ESSCSP Exhibit 14, <i>Hughes/Nash Extension Streetscape Concept</i>. The bicycle path/lanes would be designed and constructed pursuant to the City's Master Plan of Bicycle Routes standards. The applicant will contribute financial resources towards a bicycle parking station at either the Metro Green Line Station or on-site, on land reserved in the northeast portion of the site, in close proximity to the Green Line Station. This facility, at a minimum, would include fully enclosed, secured parking facilities for bicycles. The proposed station could also include other amenities for cyclists, such as: staffing; repair facilities; sales of bicycle related parts; changing and or shower facilities; bicycle rental; and/or bicycle sharing facilities. Refer also to Response to Goal RTP/SCS G6 in Table 5.1-3 above and Section 5.10, Public Services and Recreation.</p>
C2-2.2	Encourage new development to provide facilities for bicyclists to park and store their bicycles and provide shower and clothes changing facilities at or close to the bicyclist's work destination.	<p><u>Consistent:</u> Refer to Response to Policy C2-2.1. Additionally, as discussed in Response to Goal RTP/SCS G6 in Table 5.1-3 above, before approval of any development project, the Applicant is required to provide, as a minimum, all of the applicable TDM and trip reduction measures specified in ESMC § 15-16-2, including among other measures provisions for bicyclists to park/store their bicycles, and shower and clothes changing facilities.</p>
C2-2.8	Evaluate bikeway system links with the Metro Green Line rail stations and improve access wherever feasible.	<p><u>Consistent:</u> Refer to Response to Goal RTP/SCS G6 in Table 5.1-3 and Response to Policy C2-2.1.</p>
Objective C2-3: Ensure the provision of a safe and efficient transit system that will offer the residents, workers, and visitors of El Segundo a viable alternative to the automobile.		
C2-3.2	Ensure that transit planning is considered and integrated into all related elements of City planning.	<p><u>Consistent:</u> Refer to Response to Goal RTP/SCS G6 in Table 5.1-3.</p>
Policy C2-3.10	Encourage the MTA to provide bike storage facilities at the Metro Green Line rail stations.	<p><u>Consistent:</u> Refer to Response to Goal RTP/SCS G6 in Table 5.1-3 and Response to Policy C2-2.1.</p>



**Table 5.1-1 [continued]
General Plan Consistency Analysis**

Policy #	Policy	Determination of Consistency
Objective C2-5: Ensure the use of Transportation Demand Management (TDM) measures throughout the City, where appropriate, to discourage the single-occupant vehicle, particularly during the peak hours. In addition, ensure that any developments that are approved based on TDM plans incorporate monitoring and enforcement of TDM targets as part of those plans.		
C2-5.1	Ensure that Transportation Demand Management (TDM) measures are considered during the evaluation of new developments within the City, including but not limited to ridesharing, carpooling and vanpooling, flexible work schedules, telecommuting and car/vanpool preferential parking.	<u>Consistent</u> : Refer to Response to Goal RTP/SCS G6 in Table 5.1-3 and Response to Policy C2-2.1 above.
Goal C3: Development of Circulation Policies that are Consistent with other City Policies. Develop a balanced General Plan, coordinating the Circulation Element with all other Elements, ensuring that the City's decision making and planning activities are consistent among all City departments.		
Objective C3-1: Ensure that potential circulation system impacts are considered when the City's decision makers and staff are evaluating land use changes.		
C3-1.4	Encourage development projects that effectively integrate major transportation facilities with land use planning and the surrounding environment. These joint uses will obtain economic and aesthetic benefits of coordinated design, achieve land conservation in space-short urban areas of El Segundo, and maintain neighborhood continuity in built-up areas affected by future major transportation routes.	<u>Consistent</u> : Refer to Response to Policy C1-1.3.
C3-1.5	Ensure that transit planning is considered and integrated into all related elements of City planning.	<u>Consistent</u> : Refer to Response to Goal RTP/SCS G6 in Table 5.1-3 .
C3-1.8	Require the provision of adequate pedestrian and bicycle access for new development projects through the development review process.	<u>Consistent</u> : Refer to Response to Goal RTP/SCS G6 in Table 5.1-3 and Response to Policy C2-2.1 above.
Objective C3-2: Ensure the consideration of the impacts of land use decisions on the City's parking situation.		
C3-2.1	Ensure the provision of sufficient on-site parking in all new development.	<u>Consistent</u> : Refer to Response to Policy LU4-3.4.
Open Space and Recreation Element		
Goal OS1: Provision and Maintenance of Open Space and Recreation Facilities. 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.		



**Table 5.1-1 [continued]
General Plan Consistency Analysis**

Policy #	Policy	Determination of Consistency
OS1-1.5:	Conduct a park user study for all public park facilities in order to obtain the necessary data to make findings for the adoption and collection of park impact fees. Collect park impact fees for all new development projects, residential and non-residential, for open space acquisition, maintenance, and improvement.	<u>Consistent:</u> In compliance with ESMC Chapter 15-27A, mitigation fees would be imposed on future applicants for development within the ESSCSP area. ESMC Chapter 15-27A fees would be imposed by the City to finance public facilities attributable to new development, including parks/open space and recreation facilities and public use (community centers) facilities. Refer to <u>Section 5.10, <i>Public Services and Recreation</i></u> .
Source: City of El Segundo, City of El Segundo General Plan, Comprehensively Adopted 1992 with amendments in 2001, 2004, 2009 and 2014.		

El Segundo Municipal Code

The El Segundo Municipal Code (ESMC) regulates municipal affairs within the City’s jurisdiction including, without limitation, subdivision regulations (codified in ESMC Title 14) and zoning regulations (codified in ESMC Title 15).

ESMC TITLE 14, SUBDIVISION REGULATIONS

The purpose of Title 14 is to regulate and control the design and improvement of subdivisions in conformance with the California Government Code. According to the Subdivision Map Act, a Final Map is a recorded map of subdivision where five or more parcels are created simultaneously. Submittal of a Final Map to the City for recordation would occur only after approval of the Tentative Map.

According to ESMC § 14-1-4, *Filing of Tentative Map*, Tentative Maps, including Vesting Tentative Maps, must be filed in accordance with City requirements and the Subdivision Map Act. Upon approval of a Tentative Map, the City determines whether the conditions specified in ESMC § 14-1-7, *Conditions of Approval*, are applicable.

The purpose of ESMC Chapter 14-2, *Vesting Tentative Maps*, is to establish a procedure for approval of a Tentative Map that provides certain statutorily vested rights to a subdivider under Vesting Tentative Map regulations (Government Code §§ 66498.1, *et seq.*). The provisions of Title 14 apply to a Vesting Tentative Map, as referenced above. The approval of a Vesting Tentative Map confers a vested right to proceed with development in substantial compliance with the City’s ordinances, policies, and standards in effect at the date the City determines the application is complete.

ESMC TITLE 15, ZONING REGULATIONS

ESMC Title 15 is the primary tool for implementing the El Segundo General Plan’s Goals, Objectives, and Policies. ESMC Chapter 15-3, *Zones and Uses*, establishes classes of use zones to: regulate, restrict, and segregate the uses of lands and buildings; regulate and restrict the height and bulk of buildings; regulate the area of yards and other open spaces about buildings; and regulate the density of population. The location and boundaries of the various



zones are as delineated on the City's Zoning Map (April 2014).⁶ According to the Zoning Map, the Project site is zoned Light Industrial (M-1) Zone (122 acres), Open Space (OS) Zone (16 acres), and Public Facilities (P-F) Zone (4.0 acres), and is entirely within a Multimedia Overlay (MMO) District.

ESMC § 15-3-2: Specific Plan Zones

The City has adopted specific plan areas, which function as the zoning code for specific areas, to classify, regulate, restrict and segregate the uses of lands and buildings, to regulate and restrict the height and bulk of buildings, to regulate the area of yards and other open spaces about buildings, and to regulate the density of population.

ESMC Chapters 15-6, 15-8, 15-10, and 15-7 (Article C)

ESMC Title 15 describes the M-1, OS, and P-F Zones and the MMO District, as follows:

- Light Industrial (M-1) Zone: This zone is intended to provide for the location and grouping of light industrial activities, research, and technological processes, and related offices and auxiliary uses performing support services for existing and permitted establishments, companies or business firms within the zone (ESMC § 15-6A-1);
- Open Space (O-S) Zone: This zone is intended both to provide adequate recreational opportunities and to preserve open space for the anticipated needs of both present and future residents and employees in the City (ESMC § 15-8-1);
- Public Facilities (P-F) Zone: This zone is established to provide adequate space for community facilities of a public or quasi-public nature in locations best suited to serve the needs of the community and to protect that land from intrusion by other uses (ESMC § 15-10-1);
- Multimedia Overlay (MMO) District: The MMO district is established to provide creators of multimedia and their support elements the opportunity to obtain the space, equipment, and personnel necessary to conceive, produce, and deliver their work in one location (ESMC § 15-7C-1).

The uses permitted in the M-1, OS, and P-F Zones, and the MMO District are specified in ESMC §§ 15-6A-2, 15-8-2, 15-10-2, and 15-7C-2, respectively.

ESMC Chapter 15-16: Developer Transportation Demand Management

The purpose of this Chapter is to set forth requirements for major new developments to provide facilities that encourage and accommodate the use of ridesharing, transit, pedestrian, and bicycle commuting as alternatives to single occupant motor vehicle trips. According to ESMC § 15-16-2, before approval of any development project, the Applicant must provide for, at a minimum, all of the applicable TDM and trip reduction measures. Refer to Section 5.2 for further discussion regarding TSM and TDM techniques.

⁶ City of El Segundo Website, *General Plan Land Use Map*, http://www.elsegundo.org/map_gallery.asp, Accessed May 5, 2014.



ESMC Chapter 15-24A: Right-of-Way Dedications and Improvements

This Chapter is intended to implement the orderly acquisition and improvement of public right-of-way (ROW). Private property owners should provide and improve public ROW to ensure that private property development does not adversely impact other public and private facilities and services.

ESMC § 15-24A-3: Dedication. According to this Section, unless otherwise provided, any development requiring an environmental assessment located on a lot abutting public rights of way, must dedicate a portion of that lot to widen the public rights of way in accordance with the standards in General Plan Circulation Element Exhibit C-8. Property dedications must be noted on building plans before the City issues a Building Permit and the dedications must be made before the City approves a final inspection for a Building Permit or issues a Certificate of Occupancy for a project.

ESMC § 15-24A-4: Improvements. This Section specifies that before the City approves a final inspection for a Building Permit or Issues a Certificate of Occupancy for any development or change of use, a property owner must make all required improvements and repairs to abutting public ROW. All developments are required to provide the ROW improvements that the Director determines to be required and applicable, including curb/gutter, parkway trees, and roadway paving among others. All improvements within public ROW must be installed in conformance with the specifications on file with the City Engineer's Office.

ESMC § 15-24A-4 Table 1, which is based on General Plan Circulation Element Exhibit C-8, establishes the standard ROW widths for the various classifications for public ROW.

Existing Entitlement – Precise Plan

A Precise Plan was adopted for the site in 1978, allowing 2,575,000 gross square feet of development, for a FAR of 0.42. Various changes were made to the Precise Plan over the course of site development. There was no official "Precise Plan" map until 1983 when Hughes Aircraft Company proposed to amend the Precise Plan to construct additional storage buildings. The City Council determined that the Precise Plan that was submitted with the amendment request would be the official Precise Plan. Development on the property is currently restricted to what is allowed under the existing entitlement, which is 2,017,903 net square feet, including 1,802,513 net square feet of existing development with the ability to add an additional 215,390 net square feet (approximately 249,644 gross square feet, assuming approximately 14 percent exempt).

5.1.2 EXISTING ENVIRONMENTAL SETTING

The City of El Segundo encompasses approximately 5.5 square miles. It can generally be described using quadrants, with the intersection of El Segundo Boulevard and Sepulveda Boulevard at its center. The Project site is located in the City's southeast quadrant, in a predominantly light industrial area.

ONSITE LAND USES

The Project involves a generally triangular shaped and level, approximately 142-acre site (APNs 4138-014-013 and -047). Excluding the El Segundo Boulevard ROW, the Project site totals



approximately 137 acres. The property is currently developed with the Raytheon Company’s Space and Airborne Systems (SAS) facility. Exhibit 3-4, Local Aerial View, depicts the Project site in the context of its environmental setting. The existing SAS facility is locally referred to as the “South Campus.” Eleven (11) buildings are located at the central core of the Campus, with vast surface parking lots (20 lots containing 6,873 parking spaces) located around their perimeter. These existing buildings are constructed in a modern architectural style, at a maximum height of approximately 37 feet.

As outlined in Table 5.1-2, Existing Land Uses, and illustrated on Exhibit 3-3, Existing Land Uses, office, laboratory, manufacturing, and warehouse land uses are located on the South Campus. The existing land uses total approximately 2,089,090 gross square feet. Office uses predominate among the site’s existing land uses, comprising approximately 1.2 million gross square feet, or approximately one-half of the Campus’ total floor area.

**Table 5.1-2
Existing Land Uses (Square Feet)**

Building	Office	Laboratory	Manufacturing	Warehouse	Total
Net	1,018,960	303,825	373,634	106,095	1,802,513
Exempt	162,002	48,304	59,403	16,868	286,577
<i>Total Existing Gross</i>	<i>1,180,962</i>	<i>352,129</i>	<i>433,037</i>	<i>122,962</i>	<i>2,089,090</i>

Pursuant to ESMC § 15-1-6, space devoted to various uses (e.g., elevator shafts, stairwells, equipment rooms, and restrooms) are excluded when determining the total net floor area within a building or structure. Therefore, exclusive of this exempt space, a total of approximately 1,802,513 square feet of net floor area exists at the Project site, resulting in an FAR of approximately 0.29. The Project site is developed at significantly less intensity than the maximum FAR allowed in the M-1 Zone, which is 0.60, or the maximum FARs allowed in the surrounding CO and MU-N Zones, which are 0.8 and 1.3, respectively.

The South Campus also provides private outdoor recreational uses that include tennis and basketball courts and baseball fields at the northwest corner of the property. Support space (i.e., restrooms, locker rooms, and showers) for these outdoor recreational uses is located in Buildings E-23 and E-24. A portion of the elevated Metro Green Line railway traverses the northeastern corner of the property.

SURROUNDING LAND USES

The Project site is surrounded by urban/developed land. The buildings that surround the Project site range in height from single-story to twenty stories. The land uses surrounding the Project site are illustrated on Exhibit 3-4 and described as follows:

Land Uses to the North. El Segundo Boulevard (103- to 130-foot ROW) is located immediately north of the Project site. Low and high-rise office buildings with multi-story parking structures and a hotel are located further north beyond El Segundo Boulevard. Los Angeles International Airport (LAX) is located approximately one mile to the north. The areas located to the north are zoned Corporate Office (CO) Zone and Urban Mixed-Use North (MU-N) Zone. Further to the northeast, beyond the Metro Rail Station, is the Los Angeles Air Force Base, which is zoned



Public Facilities (P-F) Zone. The areas located to the northwest are zoned General Commercial (C-3) Zone, Medium Manufacturing (MM) Zone, and P-F Zone.

Land Uses to the South (south of Hughes Way). A Union Pacific Railroad spur is situated immediately to the south, with City of El Segundo Pump Station No. 18 (a retention basin) and various light industrial uses including a Federal Express distribution facility located further south beyond the railroad. Plaza El Segundo is located further south beyond the Federal Express facility. The areas located south of the Project site are zoned M-1 Zone, O-S Zone, Urban Mixed Use South (MU-S) Zone, and Commercial Center (C-4) Zone.

Land Uses to the East. The elevated Metro Green Line railway and an industrial subdivision are located immediately east of the Project site. The El Segundo (Los Angeles) Metro Rail Station is located adjacent to the Project site's northeast corner, at 2226 East El Segundo Boulevard.⁷ The land uses located east of Sepulveda Boulevard consist of a mix of research and development, manufacturing, and office developments that largely support aerospace and defense related industries. Additionally, religious, educational, and commercial uses are located further east. Aviation Boulevard, which forms the City's eastern boundary with the City of Hawthorne, is also located to the east. The areas located east of the Project site are zoned M-1 Zone.

Land Uses to the West (north of Hughes Way): The land uses located west of the Project site include a Southern California Edison high voltage transmission easement, the Lakes at El Segundo municipal golf course, and the West Basin Municipal Water District water recycling facility. The Chevron Oil Refinery is located further west, beyond Sepulveda Boulevard. The areas located west of the Project site are zoned General Commercial (C-3), Heavy Industrial (M-1), O-S Zone, and P-F Zone.

5.1.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Environmental Checklist Form, which includes questions relating to land use and relevant planning. The criteria presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact relative to land use if it would:

- Physically divide an established community (refer to Section 8.0, *Effects Found Not To Be Significant*);
- Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; and/or
- Conflict with any applicable habitat conservation plan or natural community conservation plans (refer to Section 8.0).

⁷ This is one of 14 Los Angeles County rail stations on the 20-mile Metro Green Line that extends from Norwalk to Redondo Beach.



For the purposes of this impact analysis, a significant impact would occur if Project implementation would result in inconsistencies or conflicts with the General Plan's adopted Goals and Policies and/or the Zoning Code's applicable rules and regulations, as well as the specified regional plans. Based on these standards, the Project's effects have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.1.4 IMPACTS AND MITIGATION MEASURES

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

● THE PROJECT COULD CONFLICT WITH SCAG'S 2012 RTP/SCS GOALS AND ADOPTED GROWTH FORECASTS.

Impact Analysis: SCAG's IGR Section is responsible for performing a consistency review of local plans, projects, and programs with regional plans. According to SCAG's criteria for classification of projects as regionally significant, the following criteria are relevant to the Project:

- **Criteria 1:** A proposed local general plan, element, or amendment thereof for which an EIR was prepared.
- **Criteria 2:** A proposed residential development of more than 500 dwelling units.
- **Criteria 3:** A proposed shopping center or business establishment employing more than 1,000 persons or encompassing more than 500,000 square feet of floor space.
- **Criteria 4:** A proposed commercial office building employing more than 1,000 persons or encompassing more than 250,000 square feet of floor space.

Because the Project satisfies Criteria 1, 3 and 4 above, it is considered regionally significant and must demonstrate its consistency with the 2012 RTP/SCS, which is established through consistency with 2012 RTP/SCS Goals and Adopted Growth Forecasts. Table 5.1-3, SCAG Consistency Analysis, provides an analysis of the Project's consistency with the 2012 RTP/SCS Goals and Adopted Growth Forecasts. As concluded in Table 5.1-3, the Project is consistent with the 2012 RTP/SCS Goals and growth forecasts, resulting in a less than significant impact in this regard.

Mitigation Measures: No mitigation is required.

Level of Significance: Less Than Significant Impact.



**Table 5.1-3
SCAG Consistency Analysis**

Goal #	Goal	Determination of Consistency
Regional Transportation Plan/Sustainable Communities Strategy: Goals¹		
RTP/SCS G1	Align the plan investments and policies with improving regional economic development and competitiveness.	<u>Consistent</u> : The Project would provide 2,598 new jobs in the City, thereby improving regional economic development.
RTP/SCS G2	Maximize mobility and accessibility for all people and goods in the region.	<u>Consistent</u> : The Project site is located immediately adjacent to the El Segundo (Los Angeles) Metro Rail Station. Additionally, the 105 and 405 Freeways are located to the north and east, respectively. The Project's proximity to the Green Line and freeways would maximize mobility for the Project's future employees, patrons, and visitors.
RTP/SCS G3	Ensure travel safety and reliability for all people and goods in the region.	<u>Consistent</u> : Circulation Element Exhibit C-8 specifies the geometrics (minimum standards) for each roadway classification. Additionally, ESMC Chapter 15-24A outlines the standards/requirements for ROW dedications and improvements. The Project proposes circulation improvements involving El Segundo Boulevard, and the Nash Street and Continental Boulevard extensions; see ESSCSP Exhibits 13, 14, and 15. The proposed circulation improvements would be reviewed by the City to ensure compliance with Circulation Element Exhibit C-8 and ESMC Chapter 15-24A, ensuring travel safety and reliability for the Project's future employees, patrons, and visitors.
RTP/SCS G4	Preserve and ensure a sustainable regional transportation system.	<u>Consistent</u> : In furtherance of this Goal, <u>Section 5.2</u> includes an analysis of the Project's impacts to CMP facilities, which form part of the regional transportation system. As shown in <u>Table 37, Forecast Long-Range With Project Buildout Conditions CMP Study Intersection Peak Hour LOS CMP Study Intersection</u> , the addition of Project generated trips is forecast to result in significant impacts at the CMP study intersections (Intersection #7, 15, 18) for forecast long-range with Project buildout conditions. Since mitigation measures at the CMP study intersections are considered infeasible due to ROW limitations and existing structures, the Project impacts at the CMP study intersections are forecast to remain significant and unavoidable. However, as also shown in <u>Table 37</u> , these same study intersections are forecast to operate deficiently (LOS F) for forecast long-range without Project buildout conditions. Therefore, the Project would not conflict with RTP/SCS G4 and a less than significant impact would occur in this regard.
RTP/SCS G5	Maximize the productivity of our transportation system.	<u>Consistent</u> : Refer to Responses to Goals RTP/SCS G2 and G5.



Table 5.1-3 [continued]
SCAG Consistency Analysis

Goal #	Goal	Determination of Consistency
RTP/SCS G6	Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	<u>Consistent</u> : The ESSCSP has identified as a design objective (ESSCSP Section V) to “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. To this end, the Project includes as a development guideline to provide “appropriate linkages between internal Project components and buildings, as well as between the Project and the surrounding development... including pedestrian walkways, and plaza areas.” The Project proposes various design features that encourage non-motorized transportation and provide connectivity within the Project area and with adjacent areas, such as the Metro Rail Station. Namely, the Project proposes a Class I Bicycle Path within El Segundo Boulevard, two Class II Bicycle Lanes within the Nash Street extension, and an enclosed bicycle parking station at (or onsite near to) the Metro Rail Station; refer to <u>Exhibit 3-6, Conceptual Site Plan</u> .
		Additionally, the Project is subject to compliance with ESMC Chapter 15-16, which sets forth the requirements for new developments to provide facilities that encourage and accommodate the use of pedestrian and bicycle commuting (among other modes). As discussed in detail in <u>Section 5.2</u> , the Project includes various TDM measures that encourage and accommodate non-motorized transportation (i.e., pedestrian and bicycle commuting), in compliance with ESMC Chapter 15-16 requirements. As specified in ESMC § 15-16-2, before approval of any development project, the Applicant is required to provide, as a minimum, all of the applicable TDM and trip reduction measures. Specifically, nonresidential developments of 50,000 square feet or more must display transportation information and provide the following measures: preferential parking; HOV loading area; vanpool access; on-site amenities; and bicycle facilities. Additionally, optional measures include showers/lockers and transit support facilities. The reduction in vehicle trips achieved through the Project’s proposed pedestrian/bicycle design features and TDM measures can be expected to lessen the Project’s traffic/circulation, air quality, greenhouse gasses, and noise impacts.
RTP/SCS G7	Actively encourage and create incentives for energy efficiency, where possible.	<u>Consistent</u> : The Project includes energy efficiency design features, as discussed in <u>Section 5.4</u> .
RTP/SCS G8	Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	<u>Consistent</u> : Refer to Responses to Goals RTP/SCS G2 and G6.
RTP/SCS G9	Maximize the security of the regional transportation system through improved monitoring, rapid recovery planning, and coordination with other security agencies.	<u>Not Applicable</u> : This policy addresses the security of the regional transportation system, which is beyond the Project’s scope.



**Table 5.1-3 [continued]
SCAG Consistency Analysis**

Goal #	Goal	Determination of Consistency
Regional Transportation Plan/Sustainable Communities Strategy: Adopted Growth Forecasts For El Segundo²		
Adopted Growth Forecasts: <u>2020</u> Population: 16,900 Households: 7,200 Employment: 54,000 <u>2035</u> Population: 17,000 Households: 7,200 Employment: 55,400	Because the Project's buildout horizon year is 2022, SCAG's population, household, and employment growth forecasts for 2020 and 2035 were used to estimate the City's growth forecasts for 2022, as follows: <u>2022 Extrapolated</u> Population: 16,913 Households: 7,200 Employment: 54,187	Consistent: <u>Section 6.3, Growth-Inducing Impacts</u> , discusses the ways in which the Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly. As concluded in <u>Section 6.3</u> and summarized in <u>Table 6-1, Project Compared to SCAG Growth Forecasts</u> , Project implementation would result in approximately 7,412 households, with a resultant population of approximately 17,483 persons in the City in 2022, and approximately 53,131 jobs. The Project could potentially cause SCAG's 2022 household and population forecasts for the City to be exceeded by approximately three percent. However, the maximum population growth attributed to the Project (approximately 763 persons) is considered unlikely. As concluded in <u>Section 6.3, Growth-Inducing Impacts</u> , the Project's potential population growth is considered less than significant. Additionally, Project implementation would not cause SCAG's 2022 employment forecast for the City to be exceeded. The forecast employment growth attributed to the Project would not conflict with SCAG's employment forecast for the City. The Project would be consistent with SCAG's growth forecasts for the City.
Notes: 1. Southern California Association of Governments Website, <i>2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future</i> , http://rtpscsc.scag.ca.gov/Pages/default.aspx , Accessed April 2, 2013. 2. Southern California Association of Governments Website, <i>Adopted 2012 RTP Growth Forecast</i> , http://www.scag.ca.gov/forecast/index.htm , Accessed March 21, 2013.		

CITY OF EL SEGUNDO GENERAL PLAN

● THE PROJECT COULD CONFLICT WITH AN EL SEGUNDO GENERAL PLAN LAND USE PLAN OR POLICY.

Impact Analysis: As detailed in Section 3.0, Project Description, the Applicant seeks approval of the El Segundo South Campus Specific Plan No. SP 11-01 (ESSCSP). The ESSCSP proposes to establish a maximum allowable development within the ESSCSP area of 4,231,547 gross square feet, or an additional 2,142,457 gross square feet over existing conditions, including office, warehousing, light industrial, and commercial (retail/restaurant) uses. The ESSCSP would enable development within the ESSCSP area with any combination of permitted land uses, provided that the FAR does not exceed the specified development square footage (at a maximum FAR of 0.60) and that the resultant peak hour vehicle trips do not exceed the specified peak hour trip ceiling. Based on the conceptual phasing schedule (refer to Table 3-5), ESSCSP Phase I would involve the development of approximately 92,960 gross square feet of commercial (retail/restaurant), while ESSCSP Phase II⁸ would involve the

⁸ Phase II analyzed in this DEIR consists of both Phases II and III identified on proposed Vesting Tentative Map.



development of the balance of the proposed uses, or approximately 2,068,640 gross square feet of office, warehousing, light industrial, and commercial (retail/restaurant) uses.

The ESSCSP includes a land use plan, description of existing and proposed utilities and infrastructure, design guidelines, development standards, and administrative provisions. Exhibits are also included, as supporting documents to the ESSCSP text. ESSCSP Section III, *Land Use Plan*, addresses the distribution, location, and extent of the land uses within the ESSCSP area. The three land use categories established by the ESSCSP (i.e., Commercial/Office Mixed Use (CMU), Office/Industrial Mixed Use (O/I MU), and Recreation/Open Space (OS/REC)) are described in detail in ESSCSP Section III.B and illustrated on Exhibit 3-5, *Land Use Plan*.

To implement the proposed ESSCSP, the Project proposes General Plan and General Plan Map Amendments (No. GPA 11-01), among other entitlements. The ESSCSP and proposed GPA 11-01 are analyzed below for consistency with the El Segundo General Plan Land Use Plan, land use designations, and Policies.

ESSCSP Compared to Existing Conditions

Table 5.1-4, *Change in Land Use*, summarizes the change in land use resulting from Project implementation. As indicated in Table 5.1-4, Project implementation would increase the onsite land uses by approximately 2.1 million square feet, or approximately 103 percent over existing conditions. The onsite office uses would more than double and the warehouse uses would increase by approximately 60 percent. Additionally, two new land uses (light industrial and commercial) would be introduced. In place of the 20 surface parking lots, the Project would provide parking within six parking structures and smaller surface parking lots.

**Table 5.1-4
Change in Land Use (Gross Square Feet)**

Building	Office	Laboratory	Manu- facturing	Warehouse	Light Industrial	Commercial	Total
Existing Land Uses	1,180,962	352,129	433,037	122,962	0	0	2,089,090
PROJECT							
Proposed Project Demolish	-879	0	0	-18,263	0	0	-19,142
Proposed Project Construct	1,752,800	0	0	91,840	168,000	148,960	2,161,600
Total Change	1,751,921	0	0	73,577	168,000	148,960	2,142,457
Total % Change	148%	0%	0%	60%	New	New	103%
<i>Total Buildout</i>	<i>2,932,883</i>	<i>352,129</i>	<i>433,037</i>	<i>196,539</i>	<i>168,000</i>	<i>148,960</i>	<i>4,231,547</i>



Land Use Plan and Designations

Per California Law, the proposed ESSCSP must be consistent with the El Segundo General Plan. To ensure consistency between the proposed ESSCSP and the General Plan, the General Plan Land Use Element would be amended alongside adoption of the proposed ESSCSP. More specifically, proposed General Plan and General Plan Map Amendments No. GPA 11-01 would establish the ESSCSP area boundaries and land use designations with the ESSCSP land use designations. To implement the proposed ESSCSP, the Project proposes to change the existing land use designations from Light Industrial (122 acres), Open Space (16 acres), and Public Facilities (4 acres), to ESSCSP. The proposed ESSCSP would also establish a link between the General Plan's implementing policies (i.e., strategies) and the individual development proposals in a defined area.

General Plan Policies

Table 5.1-1, *General Plan Policy Consistency Analysis*, provides an analysis of the Project's consistency with the relevant General Plan Land Use Policies. As demonstrated in Table 5.1-1, the proposed ESSCSP is determined to be consistent with the relevant General Plan Policies, excluding Circulation Element Policies C1-1.2, C1-1.5, and C1-1.10. Therefore, the Project would result in a significant and unavoidable impact regarding conflicts with Circulation Element Policies C1-1.2, C1-1.5, and C1-1.10.

All future development plans or agreements, tentative or parcel maps, and any other development approvals would be subject to compliance with the ESSCSP. Compliance with the ESSCSP would be verified on a project-by-project basis, through the City's established development review process. Because all future actions and projects must comply with the ESSCSP, which complies with the General Plan, they would inherently comply with the General Plan.

Mitigation Measures: No feasible mitigation available; refer also to [Section 5.2](#).

Level of Significance: Significant and Unavoidable Impact.

EL SEGUNDO MUNICIPAL CODE

● THE PROJECT COULD CONFLICT WITH EL SEGUNDO MUNICIPAL CODE STANDARDS AND REGULATIONS.

Impact Analysis: The Applicant seeks approval of the ESSCSP No. SP 11-01 Project. Additionally, the Project involves a Zone Change No. ZC 11-02 and Zone Text Amendment No. ZTA 11-01 and Subdivision No. SUB 11-02 (Vesting Tentative Map No. 71551). The Project has been analyzed for consistency with the ESMC, as follows.

ESMC Title 14: Subdivision Regulations

Vesting Tentative Map No. 71551 (VTM 71551) is proposed to subdivide the property into 26 separate parcels over three phases (SUB 11-02), as illustrated on [Exhibit 3-7, Vesting Tentative Map No. 71551](#). VTM 71551 is subject to compliance with ESMC Title 14, which regulates and controls the design and improvement of subdivisions. Pursuant to ESMC § 14-1-6, approval of



a map requires that the City find the proposed map, design, and improvements consistent with the General Plan and ESSCSP. Additionally, the City must find that the site is physically suitable for the type and density of the proposed development. Specifically, ESMC Chapter 14-2 establishes the procedures for approval of a Tentative Map. VTM 71551 has been reviewed by the City for compliance with ESMC Title 14, and compliance would be verified before the City issues a Grading Permit. City review and approval of VTM 71551 would ensure the Project would comply with ESMC Title 14 and a less than significant impact would occur in this regard. Additionally, approval of VTM 71551 would confer the Applicant a vested right to proceed with the proposed development in substantial compliance with the City's ordinances, policies, and standards in effect at the date the City determined the application complete.

ESMC Title 15: Zoning Regulations

ESMC Chapter 15-3: Zones and Uses

Government Code § 65455 requires that the adoption of zoning regulations be consistent with any applicable specific plan covering the same area. To ensure consistency between the proposed ESSCSP and the ESMC, the Project proposes a Zone Change (No. ZC 11-02) and Zone Text Amendment (No. ZTA 11-01) changing the zoning from Light Industrial (M-1), Open Space (OS), and Public Facilities (P-F) Zones, to ESSCSP. The City's Zoning Map and zoning text would be amended alongside adoption of the proposed ESSCSP. The Zone Change would establish the ESSCSP area pursuant to the ESSCSP Land Use Plan. The Zone Text Amendment would amend ESMC § 15-3-2, *Specific Plan Zones*, to add the proposed ESSCSP and would establish the ESSCSP's purpose, development standards, design guidelines, and administrative provisions. ESSCSP Section VI, *Development Standards*, which outlines the development standards and permitted uses within the ESSCSP area, and the FAR and trip ceiling limitations would be included. Upon adoption, the ESSCSP would regulate development standards for the ESSCSP area. Approval of the ESSCSP would supersede the 1983 Precise Plan and establish a maximum allowable development within the ESSCSP area boundaries of 3,718,889 net square feet (4,231,547 gross square feet), based on a FAR of 0.60. Buildout of the ESSCSP area could not exceed the maximum allowed development under the Specific Plan, as indicated in [Table 3-3](#) or the specified FAR or trip ceiling limitations. All future proposals within the ESSCSP area would be subject to compliance with the Specific Plan, in order regulate and restrict the uses of lands and buildings, height and bulk of buildings, yards and other open spaces, and density of development. Compliance with the ESSCSP would be verified on a project-by-project basis, through the City's established development review process. Because all future actions and projects must comply with the ESSCSP, once approved, they would comply with the ESMC.

ESMC Chapter 15-16: Developer Transportation Demand Management

As discussed in Response to Goal RTP/SCS G6 in [Table 5.1-3](#) and [Section 5.2](#), the Project proposes features and programs that encourage and accommodate the use of ridesharing, transit, pedestrian, and bicycle commuting as alternatives to single occupant motor vehicle trips. The Project has been reviewed by the City for compliance with ESMC Chapter 15-16, and compliance would be verified before the City issues a Grading Permit. As concluded in [Section 5.2](#), the Project has provided the applicable TDM and trip reduction measures. Therefore, the Project would be in compliance with ESMC Chapter 15-16 requirements and a less than significant impact would occur in this regard.



ESMC Chapter 15-24A: Right of Way Dedications and Improvements

To improve traffic operating conditions and serve the anticipated ESSCSP development, the Project proposes the following circulation improvements involving El Segundo Boulevard and the Nash Street and Continental Boulevard extensions.

- *El Segundo Boulevard.* The Project proposes to dedicate an approximately 10 to 22-foot wide (depending upon the location) portion of its frontage along El Segundo Boulevard to enable widening the public ROW consistent with its classification as a Major Arterial (150-foot ROW) and accommodate a bicycle path; see ESSCSP Exhibit 13. This dedication would be required before the City issued any Grading Permit for the Phase I development.
- *Nash Street Extension.* The Project proposes to construct and dedicate through the Project area, the missing roadway link between Nash Street on the north and Hughes Way on the south. The Project would dedicate the 100-foot Nash Street extension ROW consistent with its classification as a Secondary Arterial. Construction of the Nash Street extension would be required before the City issued any Certificate of Occupancy for the Phase II development.
- *Continental Boulevard Extension.* The Project proposes to construct through the Project area, the missing roadway link between Continental Boulevard on the north and the southern extent of the proposed Nash Street extension on the south. The Continental Boulevard extension would be designed as a Commercial Collector Street with an 80-foot ROW. However, the Continental Boulevard extension may remain as a private street within the ESSCSP area, depending upon the ultimate ownership and uses of the property. Construction of the Continental Boulevard extension would be required before the City issued any Certificate of Occupancy for the Phase II development.

The Project would be required to provide the ROW improvements described above, including curb/gutter, parkway trees, and roadway paving among others. ESMC Chapter 15-24A outlines the standards/requirements for ROW dedications and improvements. All improvements within public ROW must comply with the specifications on file with the City Engineer's Office. Additionally, Circulation Element Exhibit C-8 specifies the geometrics (minimum standards) for each roadway classification. The proposed dedications and improvements have been reviewed by the City for compliance with ESMC Chapter 15-24A (and General Plan Exhibit C-8).

Overall, as is evidenced by the discussions presented above, the Project would not conflict with the El Segundo Municipal Code and a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.

Level of Significance: Less Than Significant Impact.



5.1.5 CUMULATIVE IMPACTS

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, COULD CONFLICT WITH APPLICABLE LAND USE PLANS, POLICIES, OR REGULATIONS.**

Impact Analysis: As outlined in Tables 4-1 and 4-2, and illustrated on Exhibit 4-1, the related projects and other possible development would occur in the cities of El Segundo, Hawthorne, Los Angeles, and Manhattan Beach, as well as unincorporated Los Angeles County. Based on the projects identified in Tables 4-1 and 4-2, cumulative development would result in new commercial, residential, recreational, institutional, hotel, and other (airport) uses. As indicated in Table 5.1-4 and discussed above, Project implementation would increase the onsite land uses by approximately 2.1 million square feet, or approximately 103 percent over existing conditions. Therefore, the Project's incremental effects to land use and planning are cumulatively considerable. However, cumulative projects would be evaluated on a project-by-project basis, as they are implemented within the City of El Segundo and the other cities/communities. Each cumulative project would undergo a similar plan review process as the proposed Project, to determine potential land use planning policy and regulation conflicts. Each cumulative project would be analyzed independently and within the context of their respective land use and regulatory settings. As part of their review process, each project would be required to demonstrate compliance with the provisions of the applicable land use designation(s) and zoning district(s). It is assumed that cumulative development would progress in accordance with the general plan and municipal code of the respective jurisdictions. Each cumulative project would be analyzed to ensure that the goals, objectives, and policies of the respective general plans, and regulations and guidelines of the respective municipal codes are consistently upheld. Moreover, as concluded above, the Project is consistent with the 2012 RTP/SCS Goals and growth forecasts, and the El Segundo General Plan and ESMC. Therefore, the combined cumulative land use/planning impacts associated with the Project's incremental effects and those of the cumulative projects would be less than significant.

Mitigation Measures: No mitigation is required.

Level of Significance: Not Applicable.

5.1.6 SIGNIFICANT UNAVOIDABLE IMPACTS

With the amendments discussed in this Section, the proposed ESSCSP is determined to be consistent with the relevant SCAG goals, ESMC, and General Plan Policies, excluding Circulation Element Policies C1-1.2, C1-1.5, and C1-1.10. Therefore, the Project would result in a significant and unavoidable impact regarding conflicts with Circulation Element Policies C1-1.2, C1-1.5, and C1-1.10.

If the City approves the proposed Project, the City Council would be required to cite its findings in accordance with CEQA Guidelines § 15091 and prepare a Statement of Overriding Considerations in accordance with CEQA Guidelines § 15093.



5.1.7 SOURCES CITED

City of El Segundo, *City of El Segundo General Plan Circulation Element*, September 2004.

City of El Segundo, *City of El Segundo Municipal Code*, passed November 1, 2011, Codified Through Ordinance No. 1466.

City of El Segundo Website, General Plan Land Use Map, http://www.elsegundo.org/map_gallery.asp, Accessed May 5, 2014.

Southern California Association of Governments Website, Compass Blueprint, <http://www.compassblueprint.org/opportunityareas>, Accessed March 26, 2013.

Southern California Association of Governments Website, Intergovernmental Review Section, <http://scag.ca.gov/igr/clist.htm>, Accessed March 26, 2013.