PLANNING COMMISSION AGENDA

December 9, 2021

PUBLIC ADVISORY:
THE CITY COUNCIL CHAMBER AND/OR LOBBY WILL ONLY BE OPEN TO THE PUBLIC FOR PUBLIC COMMUNICATIONS.
(Face masks/coverings are required to be worn inside City facilities)

How Can Members of the Public Observe the Meeting?

The meeting may be viewed via Spectrum Channel 3 and 22, AT&T U-verse Channel 99, and/or El Segundo TV at YouTube.com.

How Can Members of the Public Participate in the Meeting and/or Provide Public Comments?

Join via Zoom from a PC, Mac, iPad, iPhone, or Android device, or by phone.
Please use this URL
https://us06web.zoom.us/j/83283048366?pwd=dHN1RzNXb1RqbmprOU1EOHB4MS9nQT09

If you do not wish for your name to appear on the screen, then use the drop-down menu and click on "rename" to rename yourself to be anonymous.

OR

Join by phone: 1 669 900 9128 US
Enter Meeting ID: 832 8304 8366
Passcode: 002191

Your phone number is captured by the zoom software and is subject to the Public Records Act unless you first dial "*67" before dialing the number as shown above to remain anonymous.

For Public Communications, members of the public may provide comments in the Lobby and/or Council Chamber or via Zoom. **All persons present in the Lobby or Council Chamber must wear a face mask at all times.** For in person comments, please fill out a Speaker Card located in the Chamber Lobby and for Zoom comments, notify meeting host by raising your virtual hand (see hand icon located in the "Reactions" button at bottom of screen) and you will be invited to speak. *The time limit for comments is five (5) minutes per person. Before speaking to the Commission, please state: your name and residence or the organization you represent. Please respect the time limits.*

Members of the public may also provide comments electronically by sending an email to the following address prior to the start of the meeting: planning@elsegundo.org. ***Please include the meeting date and item number in the subject line***. If you would like to request that your emailed comment be read into the record, please include that request at the top of your email, limit your comments to 150 words or less, and email your comments at least 30 minutes prior to the start of the meeting. Depending on the volume of communications, the emails may be read to

Commission at the appropriate time. Please note that all emailed comments are public records subject to disclosure under the Public Records Act.

Additional Information:

Unless otherwise noted in the agenda, the public can only comment on City-related business that is within the jurisdiction of the Planning Commission and/or items listed on the agenda during the public communications portions of the meeting. Additionally, the public can comment on any public hearing item on the agenda during the public hearing portion of such item. The time limit for comments is five (5) minutes per person.
Before speaking to the Planning Commission, please state your name and residence and the organization you represent, if desired. Please respect the time limits.

DATE:	Thursday, December 9, 2021
TIME:	5:30 p.m.
PLACE:	Teleconference/Videoconference and in-person at: City Council Chambers 350 Main Street, El Segundo, CA 90245
VIDEO:	El Segundo Cable Channel 3 (Live). Replayed Friday following Thursday's meeting at 1:00 pm and 7:00 pm on Channel 3. (Schedule subject to change)

All files related to this agenda are available for public review by appointment in the Planning Division office, Monday through Thursday 7:00 am to 5:00 pm and on Fridays until 4:00 pm, beginning at 7:00 am on the Monday prior to the Planning Commission meeting.

The Planning Commission, with certain statutory exceptions, can only take action upon properly posted and listed agenda items.

Unless otherwise noted in the agenda, the public can only comment on City-related business that is within the subject-matter jurisdiction of the Planning Commission and items listed on the Agenda during the public communications portion of the meeting. Additionally, the public can comment on any public hearing item on the Agenda during the public hearing portion of such item. The time limit for comments is generally five minutes per person.

Playing of video tapes or use of visual aids may be permitted during meetings if they are submitted to the Planning and Building Safety Director a minimum of two working days before the meeting and they do not exceed five minutes in length. Written materials distributed to the Planning Commission within 72 hours of the Planning Commission meeting are available for public inspection immediately upon distribution in the City Clerk's office and on the City's website, www.elsegundo.org.

In compliance with the Americans with Disabilities Act, if you need assistance to participate in this meeting, please contact City Clerk, (310) 524-2307. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

A. Call to Order

B. Pledge of Allegiance

C. Roll Call

D. Public Communications (Related to City Business only and for which the Planning Commission is responsible—5 minutes per person; 30 minutes total). Individuals who received value of $50 or more to communicate to the Planning Commission on another's behalf, and employees speaking on their employer's behalf, must so identify themselves before addressing the Commission. Failure to do so is a misdemeanor. While all comments are welcome, the Brown Act does not allow the Commission to take action on any item not on the agenda. The Commission may respond to comments after public communications is closed.

E. Written Communications (other than what is included in Agenda packets)

F. Consent Calendar

All items are to be adopted by one motion without discussion. If a request for discussion of an item is made, the items should be considered individually under the next Agenda heading.

1. Authorize teleconferencing meetings pursuant to Assembly Bill 361. (JV)

Project Description: Pursuant to Assembly Bill No. 361, the City Council directed all City legislative bodies to consider continuing authorization for the use of teleconferenced meetings pursuant to Government Code § 54953(e).

Environmental Determination: N/A.

RECOMMENDED ACTION: Adopt Resolution No. 2908, making specified findings and authorizing the continued use of teleconferenced meetings pursuant to Government Code section 54953(e).

G. Continued Business – Public Hearing

1. Pacific Coast Commons Specific Plan and Environmental Impact Report (JW/PS)

Project Address: 475-629 North Pacific Coast Highway

Applicant: Nick Browne, representing BRE EL SEGUNDO HOLDCO LLC

Project Description: The proposed Pacific Coast Commons Specific Plan (Project) includes approximately 6.38 gross acres (6.23 acres post street dedication) of developed property along Pacific Coast Highway. The entire area would receive a new General Plan Land Use Designation and zoning of Pacific Coast Commons Specific Plan. The Project would demolish an existing 41,660 square-foot food &

beverage building and the existing surface parking lots of the Fairfield Inn & Suites by Marriott and Aloft Hotel properties, and it would allow for the development of up to 263 new housing units and approximately 11,252 square feet of new commercial/retail uses, and three associated parking garages. The following applications/approvals are being requested:

- A new Pacific Coast Commons Specific Plan (SP No. 19-01) for the Project site.
- An Environmental Impact Report (EIR) for the Project (Environmental Assessment No. EA-1248)
- General Plan Amendment (No. GPA 19-01) to change the Land Use Designations of the Project site from "General Commercial" and "Parking" to "Pacific Coast Commons Specific Plan (PCCSP)" with an accompanying Land Use Map change.
- Zone Text Amendment (No. ZTA 19-08) to add a new El Segundo Municipal Code (ESMC) Section 15-3-2(A)(12) "Pacific Coast Commons Specific Plan (PCCSP)."
- Zone Change (No. ZC 19-01) to rezone the Project property from "General Commercial (C-3)" and "Parking (P)" to "Pacific Coast Commons Specific Plan (PCCSP)" and an accompanying Zoning map change.
- Vesting Tentative Tract Map (VTTM 82806) SUB 19-03 for merger, subdivision and residential/commercial condominium purposes.
- Site Plan Review (No. 19-01) to allow the site plan and architectural design to construct the mixed-use commercial and residential development for the 263 residential units, approximately 11,252 square feet of new commercial development, and three parking structures.
- Development Agreement (No. DA 19-02) between the City and BRE El Segundo Property Owner A LLC, BRE El Segundo Property Owner B LLC, and BRE El Segundo Parking LLC.
- Affordable Housing Agreement requiring the applicant to provide 32 units of affordable housing for 55 years and to pay for an independent affordable housing consultant to monitor the implementation of the affordable housing program
- Modification of Resolution Nos. 2759 and 2760 to rescind the previous approvals SUB No. 14-05, Lot-Tie Covenant No. 14-03, Off-site Parking Covenant Nos. MISC 14-03 and 14-06, leaving in place CUP No. 14-01 for the Fairfield Inn and Suites Hotel and CUP No. 14-02 for the Aloft Hotel, along with alcohol service at both hotels with modifications to the conditions of approval accordingly.
- Parking Demand Study and Shared Parking Analysis to establish the parking requirements for the proposed commercial and residential development combined with the existing hotel development.
- Shared Parking Agreement in conjunction with the Parking Demand Study and Shared Parking Analysis, to replace the previous approval of Off-Site Parking Covenant Nos. MISC 14-03 and MISC 14-06.
- Reciprocal Access Agreements for driveways and drive aisles accessing multiple parcels.
- Street dedication waiver requests for a portion of the dedication requirements for Mariposa Avenue and Indiana Street. Future street dedication for Holly Avenue and Palm Avenue would be provided through irrevocable offers to dedicate land.

Environmental Determination: Pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA *Guidelines*, a Draft

Environmental Impact Report (EIR) has been prepared for the proposed Pacific Coast Commons Specific Plan project (SCH # 2020050508).

RECOMMENDED ACTION: It is recommended the Planning Commission:

1) Adopt Resolution No. 2905, recommending the City Council certify the EIR for the Pacific Coast Commons Specific Plan and Development Project;

2) Adopt Resolution No. 2905, recommending the City Council approve General Plan Amendment No. GPA 19-01, Subdivision No. SUB 19-03 (Vesting Tentative Tract Map), Site Plan Review No. 19-01, Parking Demand Study, and Waiver of public right-of-way dedications for the Pacific Coast Commons Specific Plan and mixed-use development project; and,

3) Adopt Resolution No. 2905, recommending the City Council adopt an Ordinance adopting the Pacific Coast Commons Specific plan (SP 19-01), approving a zone change (ZC 19-01), a zone text amendment (ZTA 19-08), and a Development Agreement (DA 19-02);

4) Adopt Resolution No. 2906, recommending City Council approve modifications to Conditional Use Permit No. 14-01 for the Aloft Hotel; and

5) Adopt Resolution No. 2907, recommending City Council approve modifications to Conditional Use Permit No. 14-02 for the Fairfield Inn and Suites Hotel.

H. New Public Hearings

None.

I. New Business:

None.

J. Report from Director of Development Services or designee

K. Report from the City Attorney's office

L. Planning Commissioners' Comments

M. Adjournment—next regular scheduled meeting for January 13, 2022, at 5:30 pm.

POSTED: Venus Wesson (Signature) 12/3/2021 (Date and time)

CITY OF EL SEGUNDO

Planning Commission Agenda Statement

Meeting Date: December 9, 2021
Agenda Heading: Consent

TITLE:

Authorize teleconferencing meetings pursuant to Assembly Bill 361.

RECOMMENDATION:

Adopt Resolution No. 2908, making specified findings and authorizing the continued use of teleconferenced meetings pursuant to Government Code section 54953(e).

BACKGROUND AND DISCUSSION:

On September 16, 2021, Assembly Bill No. 361 ("AB 361") took effect. Among other things, AB 361 amended certain provisions of the Ralph M. Brown Act governing open meetings to allow teleconferencing, including internet-based video conferencing, in a manner similar to previously-issued gubernatorial executive orders. AB 361 allows a legislative body to continue utilizing teleconferencing to conduct public meetings under certain circumstances, provided it makes certain findings.

On October 5, 2021, the City Council adopted Resolution No. 5275 prohibiting other City legislative bodies from meeting exclusively in person, except as determined by the City Manager or until the City Council provides further direction, and directed all legislative bodies of the City to consider the adoption of a resolution authorizing the use of teleconferenced meetings pursuant to Government Code § 54953(e).

Thus, in accordance with City Council direction, the Planning Commission adopted PC Resolution No. 2901 October 28, 2021, authorizing the use of teleconferenced Planning Commission meetings. Since Planning Commission meeting are now a "hybrid" of in-person and teleconferencing, staff recommends Planning Commission adopt PC Resolution No. 2908, thereby authorizing the continued use of teleconferenced meetings pursuant to Government Code Section 54953(e).

PREPARED BY: Eduardo Schonborn, AICP, Planning Manager

REVIEWED BY: Joaquin Vazquez, Assistant City Attorney

APPROVED BY: Michael Allen, AICP, Development Services Director

ATTACHED SUPPORTING DOCUMENTS:

PC Resolution No. 2908

RESOLUTION NO. 2908

A RESOLUTION OF THE PLANNING COMMISSION FINDING THAT CERTAIN CONDITIONS EXIST TO CONTINUE CONDUCTING PUBLIC MEETINGS VIA TELECONFERENCING PURSUANT TO GOVERNMENT CODE SECTION 54953(e)

The Planning Commission of the City of El Segundo hereby resolves as follows:

SECTION 1: The Planning Commission finds as follows:

A. On March 4, 2020, Governor Gavin Newsom proclaimed a State of Emergency in California due to the threat of the COVID-19 pandemic. This gubernatorial proclamation, among other things, suspended local government emergency declaration, reporting, and extension requirements of Government Code § 8630 for the duration of the COVID-19 pandemic.

B. On September 16, 2021, Assembly Bill No. 361 ("AB 361") took effect. Among other things, AB 361 amended certain provisions of the Ralph M. Brown Act governing open meetings to allow teleconferencing, including internet-based video conferencing, in a manner similar to previously-issued gubernatorial executive orders.

C. During a proclaimed state of emergency, AB 361 allows a legislative body to continue utilizing teleconferencing to conduct public meetings under certain circumstances, provided the legislative body makes certain findings.

D. After an initial meeting in which certain findings are made, to continue meeting pursuant to AB 361, the legislative body must, every 30 days thereafter, declare that it has reconsidered the circumstances of the state of emergency and either: (1) the state of emergency continues to directly impact the ability of the members to meet safely in person; or (2) state or local officials continue to impose or recommend measures to promote social distancing.

E. On October 5, 2021, the City Council adopted Resolution No. 5275 prohibiting other City legislative bodies from meeting exclusively in person, except as determined by the City Manager or until the City Council provides further direction. The City Council Resolution directed all legislative bodies of the City to consider the adoption of a resolution authorizing the use of teleconferenced meetings pursuant to Government Code § 54953(e).

F. On October 28, 2021, the Planning Commission adopted Resolution No. 2901 to initially authorizing the use of teleconferenced meetings pursuant to Government Code § 54953(e).

G. Effective November 10, 2021, the Governor extended the statewide COVID-19 emergency until March 31, 2022 (via Executive Order N-21-21).

H. Government Code § 54953(e) allows the City to continue utilizing teleconferencing (which includes internet based video conferencing) to conduct public meetings under certain circumstances.

SECTION 2: *Teleconferencing*. Pursuant to Government Code § 54953(e), the Planning Commission finds as follows:

A. The state of California continues to be in a declared state of emergency pursuant to Government Code § 8625 (the California Emergency Services Act; *see* Government Code § 54953(e)(3); *see also* Governor's Proclamation dated March 4, 2020 and and Executive Order N-21-21 dated November 10, 2021);

B. Based upon the most recent Order of the Health Officer for the County of Los Angeles Department of Public, masks and social distancing continue to be necessary to curb the spread of COVID-19 (Government Code § 54953(e)(3)(B)(ii));

C. The circumstances continue to directly impact the ability of the members of the Planning Commission to meet safely in person;

D. Accordingly, to protect public health, the Planning Commission finds that it is in the public interest to conduct its public meetings via teleconference as defined by Government Code § 54953;

E. The Planning Commission will adhere to all requirements of Government Code § 54953(e) governing teleconferencing during the emergency.

SECTION 3: *Reporting.* Every 30 days following adoption of this Resolution, the Planning Commission will reconsider the extension of the teleconferencing method of public meetings in accordance with Government Code § 54953(e)(3). Such determinations may take the form of a minute order and be placed on the consent calendar.

SECTION 4: *Electronic Signatures*. This Resolution may be executed with electronic signatures in accordance with Government Code §16.5. Such electronic signatures will be treated in all respects as having the same effect as an original signature.

SECTION 5: *Recordation*. The Chairperson is authorized to sign this Resolution signifying its adoption by the Planning Commission of the City of El Segundo and the City Clerk, or her duly appointed deputy, may attest thereto.

SECTION 6: *Effective Date.* This Resolution will become effective immediately upon adoption and will remain effective unless repealed or superseded.

PASSED AND ADOPTED this ___ day of December, 2021.

_____
Ryan Baldino, Chair

ATTEST:

_____
Michael Allen, AICP, Secretary

APPROVED AS TO FORM:

_____
Gregg Kovacevich
Assistance City Attorney

CITY OF EL SEGUNDO

Planning Commission Agenda Statement

Meeting Date: December 9, 2021
Agenda Heading: Continued public hearing

TITLE:

Proposed Pacific Coast Commons Specific Plan and Mixed-use Commercial and Residential Development Project (475-629 North Pacific Coast Highway)

RECOMMENDATION:

It is recommended the Planning Commission:

1) Adopt Resolution No. 2905, recommending the City Council certify the EIR for the Pacific Coast Commons Specific Plan and Development Project;

2) Adopt Resolution No. 2905, recommending that the City Council approve General Plan Amendment No. GPA 19-01, Subdivision No. SUB 19-03 (Vesting Tentative Tract Map), Site Plan Review No. 19-01, Parking Demand Study, and Waiver of public right-of-way dedications for the Pacific Coast Commons Specific Plan and mixed-use development project; and,

3) Adopt Resolution No. 2905, recommending that the City Council adopt an Ordinance adopting the Pacific Coast Commons Specific plan (SP 19-01), approving a zone change (ZC 19-01), a zone text amendment (ZTA 19-08), and a Development Agreement (DA 19-02);

4) Adopt Resolution No. 2906, recommending that the City Council approve modifications to Conditional Use Permit No. 14-01 for the Aloft Hotel;

5) Adopt Resolution No. 2907, recommending that the City Council approve modifications to Conditional Use Permit No. 14-02 for the Fairfield Inn and Suites Hotel.

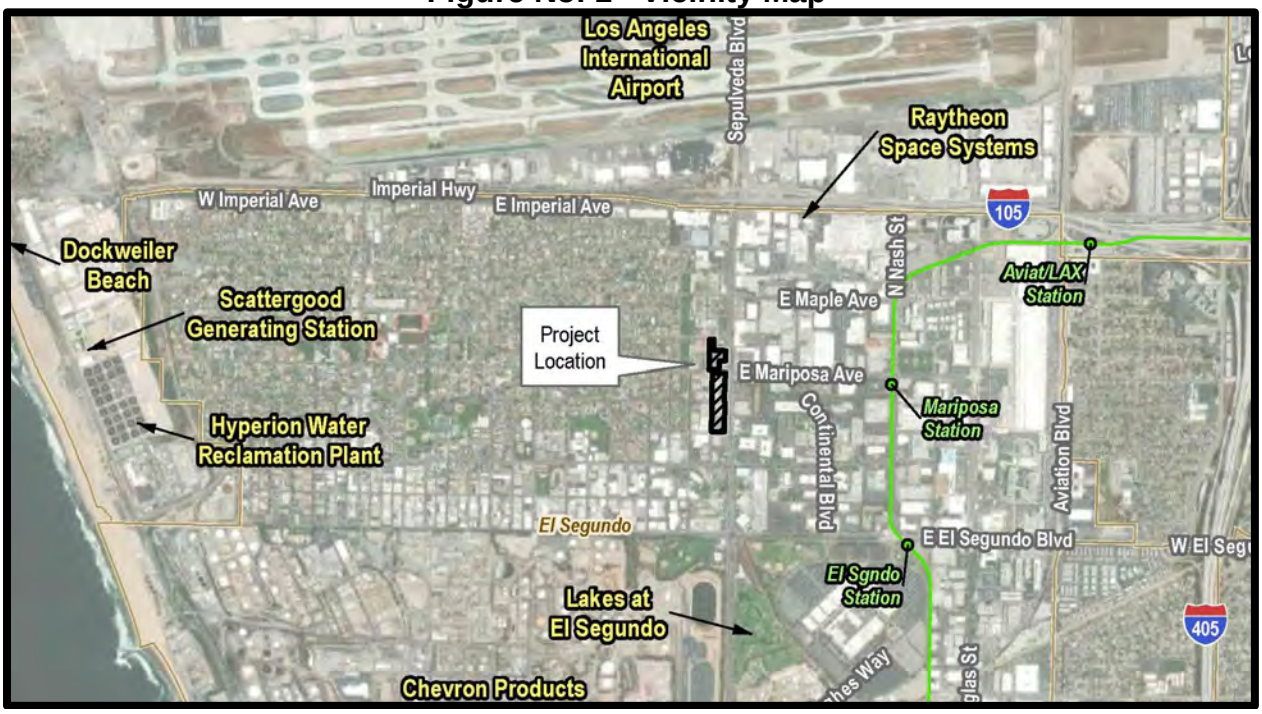
BACKGROUND:

The applicant, BRE El Segundo HOLDCO LLC, submitted an application for development of a mixed use project including commercial and residential on property generally located between Holly Avenue on the south, Indiana Street to the west, Palm Avenue to the north and North Pacific Coast Highway (PCH) to the east (see Figure 1, below). The property is currently occupied by two hotels (Aloft Hotel and Fairfield Inn and Suites), a vacant

food and beverage building (former Hacienda hotel restaurant), and two open parking lots that provide parking for the two hotels.

The proposed mixed use project involves demolition of the existing food and beverage building and the construction of four new buildings consisting of 257 apartment units, 6 townhome condominium units, 11,252 square feet (sf) of commercial uses, and parking structures containing 792 parking spaces.

Figure No. 1 - Vicinity Map



The request includes the following applications:

- General Plan Amendments to change the Land Use Designation from “General Commercial” and “Parking” to “Pacific Coast Commons Specific Plan (PCCSP)”, and to update the General Plan Land use element text to reflect the new land use designation, and update the General Plan Build-out projections exhibit;
- A Zone Text Amendment to add a new El Segundo Municipal Code (ESMC) Section 15-3-2(A)(12) “Pacific Coast Commons Specific Plan (PCCSP).”
- A Zone Change to rezone the property from “General Commercial (C-3)” and “Parking (P)” to “Pacific Coast Commons Specific Plan (PCCSP)” and an accompanying Zoning map change.
- Specific Plan to adopt the Pacific Coast Commons Specific Plan (PCCSP) which would establish development regulations for the subject property.
- A Vesting Tentative map (VTTM 82806) for merger, subdivision, and residential/commercial condominium purposes.
- A Site Plan Review to approve the site plan and architectural design for proposed

the mixed-use commercial and residential development.

- A Development Agreement between the City and the applicant to secure the applicant's development rights and benefits for the City, including affordable units within the development.
- Modification of CUP No. 14-01 for the Fairfield Inn and Suites and CUP No. 14-02 for the Aloft hotel to revise conditions of approval regarding off-site parking and alcohol service.
- Street dedication waiver requests for a portion of the dedication requirements for Mariposa Avenue and Indiana Street.
- Environmental Assessment for certification of an Environmental Impact Report for the Pacific Coast Commons Specific Plan and Development project.

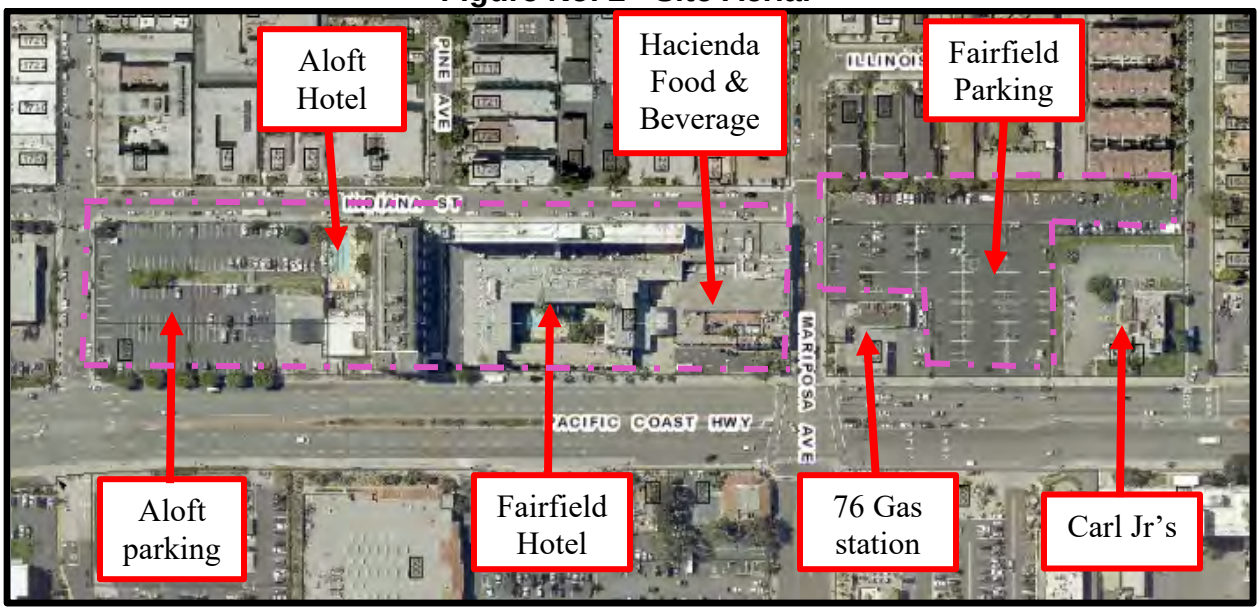
The proposed entitlements, including the Specific Plan, Development Agreement and other project entitlements are described in detail in the following sections of this report.

SITE DESCRIPTION:

The project site encompasses a "super-block" at 475-629 North Pacific Coast Highway (PCH) measuring 6.38 acres. The site is bounded by Pacific Coast Highway, Holly Avenue, Indiana Street, and Palm Avenue, and bisected by Mariposa Avenue. Illustrated in Figures 2 and 3 below, the portion of the site south of Mariposa Avenue has a General Plan Land Use designation of General Commercial and a Zoning designation of General Commercial (C-3). The site is currently improved with a 167-space parking lot; Aloft, a 246-room hotel; Fairfield Inn and Suites, a 350-room hotel; and a 41,660 sf vacant food and beverage building that previously operated as part of the Hacienda Hotel.

Illustrated in Figures 2 and 3 below, the portion of the site north of Mariposa Avenue has a General Plan Land Use Designation of Parking and a Zoning designation of Parking (P). The site currently improved with a 213-space parking lot. Although the parking lot serves as the primary off-site parking for the Fairfield Inn & Suites Hotel to the south, 23 spaces in this parking lot are reserved through an off-site parking covenant for use by the Aloft hotel. The Unocal 76 gas station and Carl's Jr restaurant located at the corner of PCH and Mariposa Avenue and PCH and Palm Avenue respectively are not part of the project site.

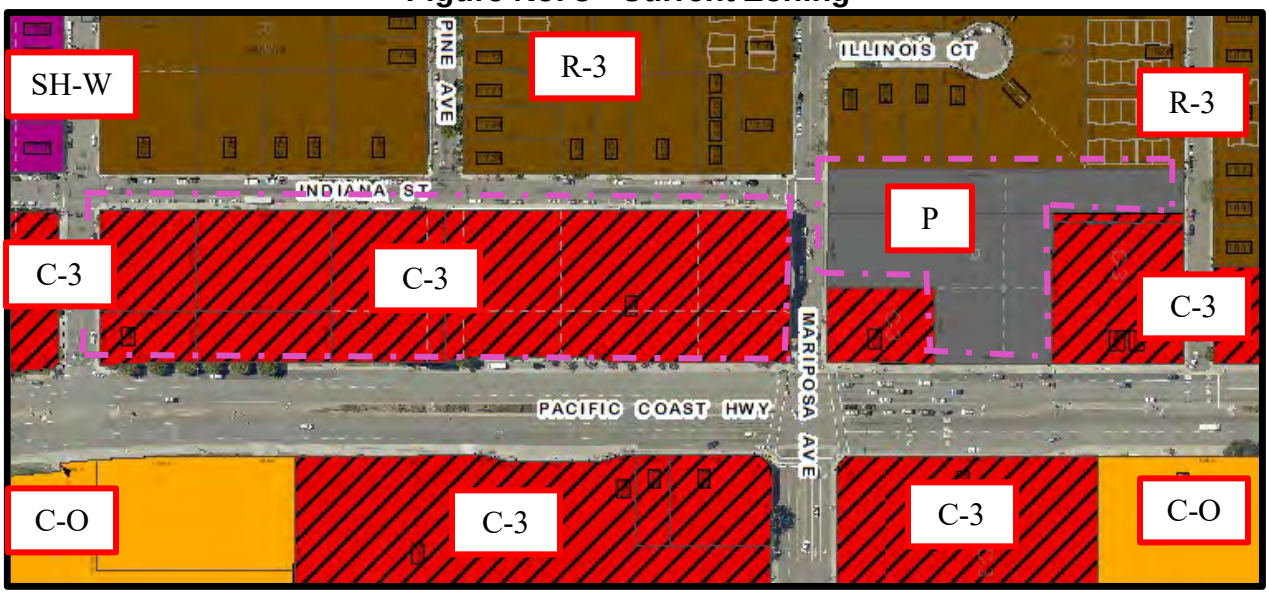
Figure No. 2 - Site Aerial



Surrounding Zoning and uses

The properties immediately west of the site are in the Multi-Family Residential (R-3) zone and are occupied by multi-family residential uses (apartments and condominium). The properties north of the site are in the R-3 and C-3 zones and are occupied by residential and commercial uses, including an existing fast-food restaurant and a vacant restaurant building. The properties east of the site, across PCH, are in the Corporate Office (CO) and C-3 zones and occupied by office, retail, restaurant, and other commercial uses. The properties south of the site are in the C-3 and Smoky Hollow-West (SH-W) zones and occupied by a pharmacy, restaurant, and office uses. Figure No. 3 below presents the current zoning on and around the subject site.

Figure No. 3 - Current Zoning



PROJECT DESCRIPTION:

Entitlement applications

The development project consists of a high-density mixed-use development, including 263 residential units and 11,252 sf of commercial space. High density residential uses are not currently permitted under the present General Plan Land Use designations for the site. Therefore, the overall project/request includes an application for a General Plan Amendment. Other applications associated with the project include a Zone Change, Zone Text Amendment, and Specific Plan. Details of each application are provided below:

General Plan Amendment (GPA 19-01). A General Plan Amendment is proposed to create a new General Plan Land Use designation titled "Pacific Coast Commons Specific Plan (PCCSP)", which will replace the current General Commercial and Parking designations for the site on the General Plan map (See Resolution Exhibit F). In addition, the proposed General Plan Land Use Element text will be modified to include a description of the new designation in the Land Use Plan section (See Resolution Exhibits C, D, and E).

Zone Change (ZC 19-01). The zone change application is proposed to ensure that the Zoning Map designation for the site is consistent with the General Plan Land Use designation. Accordingly, the Zoning Map will change to replace the current General Commercial (C-3) and Parking (P) zoning designations for the site with a new PCCSP designation (See Resolution Exhibit B).

Zone Text Amendment (ZTA 19-08). The proposed Zone Text Amendment amends Zoning Code Section 15-3-2(A) to add a new Specific Plan Zone titled "Pacific Coast Commons Specific Plan" along with the new land use districts within the proposed Specific Plan.

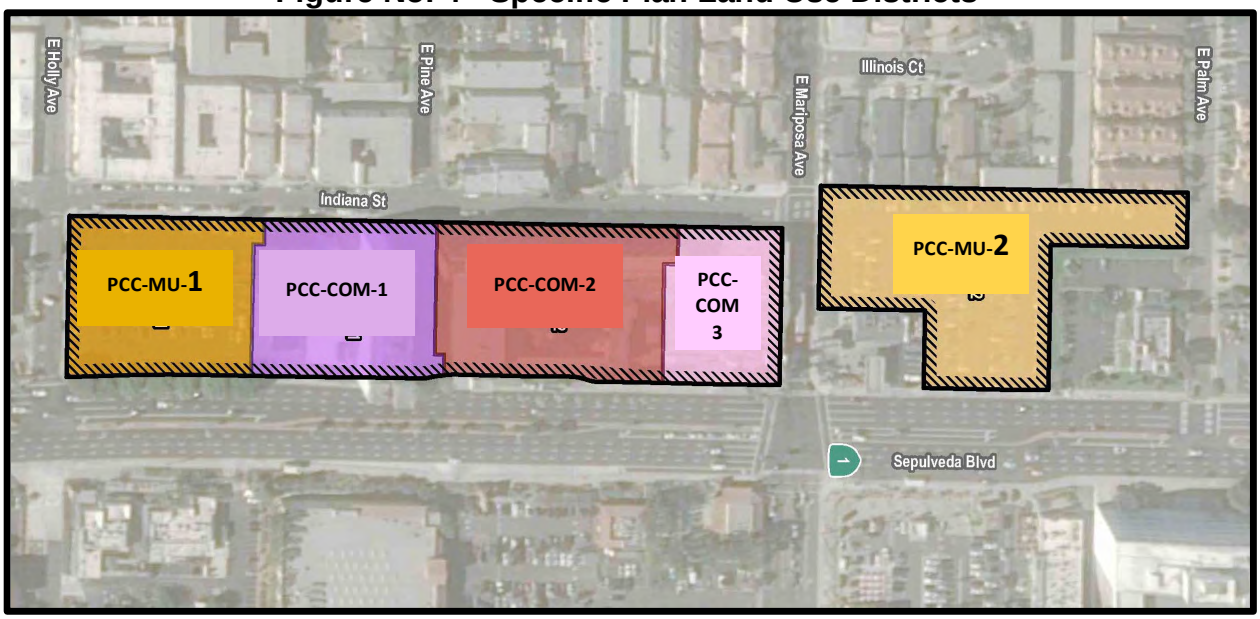
Specific Plan (SP 19-01). A specific plan is a tool for the systematic implementation of the general plan that creates carefully tailored land use regulations within particular areas of the City. All future development plans and entitlements within a specific plan boundary must be consistent with the standards set forth in the adopted specific plan, even when they may be different from the general regulations contained in the El Segundo Municipal Code (ESMC). The proposed PCCSP establishes the regulations necessary to implement the proposed development project and maintain the conforming status of the existing hotel uses. The Specific Plan document covers the following regulatory areas, which are discussed in more detail below:

1) Specific Plan Land Use Plan
2) Design guidelines
3) Permitted uses and development standards
4) Administration/Site Plan Review procedures

1) Specific Plan Land Use Plan.

The applicant is proposing to sub-divide the site into five land use districts as illustrated below in Figure 4.

Figure No. 4 - Specific Plan Land Use Districts



PCC Mixed-Use 1 (PCC MU-1) – This land use designation (1.24 net acres) is located over the existing surface parking lot for the Aloft Hotel and is located at the southernmost parcel with frontage on Pacific Coast Highway, Holly Avenue, and Indiana Avenue. The proposed PCC MU-1 land use designation would allow for development of multi-family residential uses (apartments) and several commercial uses.

Within the PCC MU-1 district, the applicant proposes developing 120 apartment units, 5,756 gross sf of commercial space, and an 8-level parking structure accommodating 336 parking spaces. The name for this component of the development project is "PCC-South."

PCC Commercial-1 (PCC COM-1) – This land use designation (0.95 net acres) is located northerly and adjacent to PCC MU-1 and fronts on Pacific Coast Highway and Indiana Avenue. The existing Aloft Hotel is located within this land use designation, which allows for hotel and several commercial uses.

Within the PCC COM-1 district, the applicant only proposes to replace existing non-conforming fences, such as chain-link fencing, with decorative fencing design and material at the existing hotel site. Thus, since the applicant does not propose to remodel or rehabilitate the existing hotel at the present time, no construction activity will occur within this district.

PCC Commercial-2 (PCC COM-2) – This land use designation (1.55 net acres) is located north of and adjacent to PCC COM-1 and fronts on Pacific Coast Highway and Indiana Avenue. The existing Fairfield Inn and Suites is located within this land use designation, which allows for hotel and several commercial uses.

Within the PCC COM-2 district, the applicant only proposes to replace existing non-conforming fences, such as chain-link fencing, with decorative fencing design and material at the existing hotel site. Thus, since the applicant does not propose to remodel or rehabilitate the existing hotel at the present time, no construction activity will occur within this district.

PCC Commercial-3 (PCC COM-3) – This land use designation (0.73 net acres) is located north of and adjacent to PCC COM-2 and fronts on Pacific Coast Highway, Indiana Avenue, and Mariposa Avenue. The existing Fairfield Inn and Suites hotel food and beverage building is located within this land use designation, which allows for hotel and several commercial uses.

Within the PCC COM-3 district, the applicant proposes to demolish the existing food and beverage building and replace it with a new 5-level parking structure for 215 parking spaces and construct 3,273 gross square feet of commercial space. The applicant also proposes to construct a dedicated right turn lane on the south side of

Mariposa Avenue. The name for this component of the development project is "PCC-Fairfield."

PCC Mixed-Use 2 (PCC MU-2) – This land use designation (1.81 net acres) is northernmost parcel in the project site and is located north of Mariposa Avenue, south of Palm Avenue, and west of Pacific Coast Highway. The existing gas station and fast-food restaurant, on this block, are not part of the project site and are owned by different owners. This land use designation allows for residential and several commercial uses.

Within the PCC MU-2 district, the applicant proposes constructing 137 apartment units, 2,223 gross sf of commercial space, and a 6-level parking structure for 241 parking spaces. The applicant also proposes to develop seven townhomes, with self-contained 2-car garages, on another parcel adjacent to Palm Avenue. The name of the for this component of the development project is "PCC-North."

2) Specific Plan Design Guidelines

It is important to note that the proposed Design Guidelines are intended as guidelines and, thus, are not development regulations. Therefore, strict compliance is not required. The design guidelines apply only to new development within the Specific Plan area, are used as metrics to determine when and if future development is consistent with the intent of the Specific Plan, and cover the following 10 design areas:

a) Site Planning
b) Access and Parking
c) Architecture/Orientation/Massing
d) Color and Materials
e) Screening and Mechanical Equipment
f) Parking Structures
g) Landscaping
h) Walls and Fences
i) Lighting Design
j) Signage

3) Specific Plan Development Standards

The Development Standards section lists in detail the regulations in the following areas:

a) Permitted Uses
b) Development Standards
c) Circulation
d) Parking and Loading
e) Landscaping
f) Common Recreation Facilities/Open Space and Private Open Space
g) Public Safety

h) Signage
i) Sustainability
j) Enclosed and Unenclosed Uses
k) Non-Conforming Uses and Buildings

4) *Specific Plan Administration*

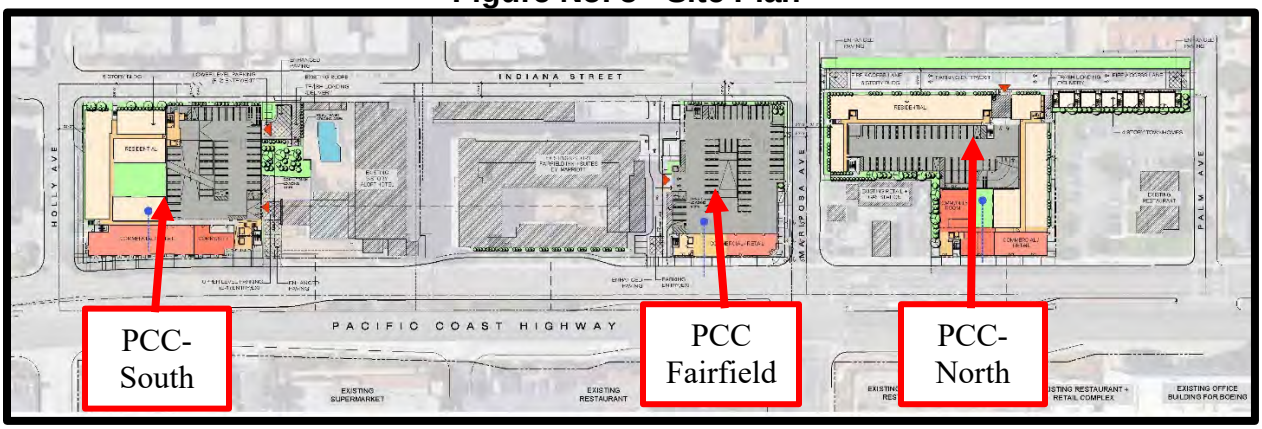
The Administration section includes provisions for the following:
a) Introduction
b) Municipal Code References
c) Modifications
d) Site Plan Review
e) Amendments
f) Infrastructure Improvements/Coordination
g) Financing Measures
h) California Environmental Quality Act Compliance

Site Plan Review SPR 19-01. PCCSP Section VII(D) requires approval of a Site Plan Review application for the proposed development project. This section of the staff report provides a physical description and evaluation of the development project.

Development Proposal

The applicant proposes to develop the Pacific Coast Commons mixed-use project on the existing two surface parking lots and an underutilized food and beverage hall. The project develops three sub-areas shown in Figure No. 5 below (PCC-South, PCC-Fairfield, and PCC-North). Proposed commercial uses occupy all three sub-areas, and residential uses on two sub-areas. The six-story mixed-use project exhibits contemporary design features and modulated building surfaces to enhance shadow lines and architectural features. The development project and Specific Plan development standards are summarized in the table below.

Figure No. 5 - Site Plan



PCC-South: PCC-South (Figure No. 6 below) is bordered by Pacific Coast Highway, Holly Avenue, Indiana Street, and the Aloft Hotel to the north. The proposed mixed-use building houses 120 apartment units (105 market rate units and 15 affordable housing units), 5,756 gross sf of commercial space, and an 8-level parking structure containing 336 parking spaces. The building height from lowest grade along Pacific Coast Highway to top of parapet measures 72 feet, while the building height from along Indiana Street and Holly Avenue measures 83.5 feet. The PCCSP public and private open space requirements are met. PCC-South features a private open-air courtyard (approximately 41'x70'), enclosed on all four sides by six floors of apartments, a large rooftop deck/pool area, a community room, and private balconies for most units. The applicant is proposing to add private landscaping (ground cover and trees) along the outer edges of the built structure(s) as well as public street trees along the southern portion of Pacific Coast Highway, Holly Avenue, and Indiana Street. Climbing fig plants will be added at certain locations along the parking structure facing Indiana Street.

Figure No. 6 – PCC-South Rendering

PCC-Fairfield Parking: PCC-Fairfield Parking (Figure No. 7 below) is bordered by Pacific Coast Highway, Indiana Street, Mariposa Avenue, and the Aloft Hotel to the south. The proposed 5-level parking structure contains 215 parking spaces and 3,273 gross sf of commercial space. The building height from lowest grade along Pacific Coast Highway to top of parapet measures 49.75 feet high, while the building height along Indiana Street measures 54.5 feet high from lowest grade to top of parapet. The applicant is proposing to add a 2-level "green wall", along the parking structure facing Indiana Street. The

parking structure serves hotel parking needs as well as parking for the commercial uses and guest parking for the residential uses.

Figure No. 7 – PCC-Fairfield Rendering

PCC-North: PCC-North (Figure No. 8 below) is bordered by Pacific Coast Highway, Mariposa Avenue, Palm Avenue, and the private multi-family residential properties to the west and the private commercial parcels to the east (i.e., Carl's Jr. fast food restaurant, and the Union 76 Gas Station). An existing fire lane, running north/south near the property's west property line, will remain. The proposed mixed-use building houses 137 apartment units (120 market rate units and 17 affordable housing units), 2,223 gross sf of commercial space, and a parking structure containing 252 parking spaces. The building height, from lowest grade is 74 feet along Mariposa Avenue and 72.5 feet along Pacific Coast Highway.

Figure No. 8 – PCC North Rendering

Townhomes

Six townhomes with 2-car garages are proposed on a separate lot within this sub-area shown in Figure No. 9 below. The building height, from lowest grade, is 44.7 feet along Palm Avenue to top of parapet and 47.5 feet along the adjacent grade, south of the building. PCC-North public and private open space requirements are met with a private open-air courtyard (approximately 31'x51'), enclosed on all four sides by six floors of apartments and parking levels, a large rooftop deck/pool area, two community rooms, and private balconies for most units. The applicant is proposing to add private landscaping (ground cover and trees) along the outer edges of the built structure(s).

Figure No. 9 – Townhomes Rendering

Table No. 2 below provides a breakdown of the project's parking, floor area, number of units, and development intensity in each sub-area where new construction is proposed.

Table No. 2 – Specific Plan and Project Development Intensity/Summary

Use	Units / Number of Parking Spaces	Conceptual Site Plan Building Area (in square feet)		Specific Plan Maximum Buildout Building Area (in square feet)		Parcel Square Footage	FAR	Dwelling Units per Acre
		Net Area	Gross Area	Net Area	Gross Area			
New Development								
PCC Mixed Use-1 (PCC- South)								
Multi-Family Residential	120 units	136,571	140,794	139,917	144,244	–	–	–
Commercial	–	5,583	5,756	5,583	5,756	–	–	–
Parking structure	336 spaces	–	–	–	–	–	–	–
PCC MU-1 Total		142,154	146,550	145,500	150,000	54,072	2.56	96.70
PCC Commercial-3 (PCC – Fairfield Parking)								
Commercial	–	3,175	3,273	3,175	3,273	–	–	–
Parking structure	215 spaces	–	–	–	–	–	–	–
Lobby	–	1,170	1,206	1,675	1,727	–	–	–
PCC COM-3 Total		4,345	4,479	4,850	5,000	32,254	0.16	–
PCC Mixed-Use-2 (PCC – North)								
Multi-Family Residential	137 units	159,062	163,472	167,754	172,433	66,241	–	90.07
Commercial		2,156	2,223	2,156	2,223		–	
Parking structure	241 spaces	–	–	–	–		–	
Townhomes	6 units	9,540	10,344	9,540	10,344	13,649		19.17
PCC MU-2 Total		170,758	176,039	179,450	185,000	79,890	2.25	77.97
Total Development Areas		**317,257**	**327,068**	**329,800**	**340,000**		–	–

Demonstrated in the table above, the proposed project site plan complies with the residential density and overall floor area ratio (FAR) limits of the Specific Plan.

Subdivision (SUB 19-03). Construction of the proposed development requires consolidation and reconfiguration of the existing parcels on the subject property to ensure that the new buildings do not cross legal parcel lines. As a result, the applicant has submitted an application for a Vesting Tentative Tract Map (VTTM 82806).

The vesting tentative tract map reconfigures the existing 3 parcels (12 lots) south of Mariposa Avenue and the 3 parcels (4 lots) north of Mariposa Avenue into six individual lots (one lot for each of the five land use designations plus one lot for the townhome portion of the site). The vesting tentative tract map will provide:

- One residential ground and airspace parcel for 120 apartment units and a maximum of ten airspace parcels for commercial condominiums on Lot 1 (i.e., PCC-South)
- Ground and airspace parcel for the parking structure and up to ten airspace parcels for commercial condominiums on Lot 4 (i.e., PCC-Fairfield)
- One residential ground and airspace parcel for 137 apartment units and up to a maximum of 20 airspace parcels for commercial condominiums on Lot 5 (i.e., southern portion of PCC-North)
- Six residential condominiums (townhomes) on Lot 6 (northern portion of PCC-North)

The vesting tentative tract map currently depicts the legal lots without the street dedications required on Mariposa Avenue, Indiana Street, Holly Avenue and Palm Avenue. The dedications are required as conditions of approval and will be provided through irrevocable offers to dedicate land before the final tract map is recorded and/or buildings are occupied.

DISCUSSION:

General Plan Consistency

In considering the proposed project, the Planning Commission reviews components of each requested application and considers the merits of the project to make a recommendation for City Council's consideration. This will include recommending that the project is consistent with the General Plan. The discussion below summarizes how the proposed project is consistent with the goals in the various General Plan Elements.

Economic Development Element Goal:

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

Staff believes the proposed amendments are consistent with the General Plan's Economic Development Element and directly implements and furthers the General Plan's goals, objectives and policies above because it promotes economic development and improves the City's tax base through inclusion of a broader range of commercial, office, and retail, including residential land uses contributing to patronage and synergy among the commercial uses along Pacific Coast Highway.

Land Use Element Goals:

LU3: Promote the health, safety, and well-being of the people of El Segundo by adopting standards for the proper balance, relationship, and distribution of the residential land uses.

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.

LU7: Provide the highest quality public facilities, services, and public infrastructure possible to the community.

The proposed amendments are consistent with the General Plan's Land Use Element and directly implement and further the goals above because the proposed project includes providing for a mix of uses that integrate with surrounding land uses and provides for residential uses in a highly commercial area that facilitates walkability and encourages other forms of transportation while reducing reliance on driving. Furthermore, the project will be required to pay public facility impact fees to address any increased demand for public services resulting from the project's implementation.

Circulation Element Goals:

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

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

C3: 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.

The proposed amendments are consistent with the General Plan's Circulation Element and directly implement and further the goals above because the project was thoroughly reviewed by the City's Development Services Department to ensure the adequacy of parking facilities and pedestrian access and also reviewed by the Public Works, Fire, and Police Department. A parking study was provided to demonstrate the adequacy of the parking. The project will provide 70 bicycle parking spaces for residents and guests. The sidewalks along Pacific Coast Highway are 12 feet wide, allowing for a pedestrian-friendly environment for the mixed-use development. The project includes a widening of eastbound Mariposa Avenue, approaching Pacific Coast Highway, to include a right-turn only lane. Additionally, the project will provide dedications and irrevocable offers of dedication for other right-of-way improvements.

Housing Element Goal:

Goal 3: Provide opportunities for new housing construction in a variety of locations and a variety of densities in accordance with the land use designations and policies in the Land Use Element.

The proposed amendments are consistent with the General Plan's Housing Element and directly implement and further the goal above because the project provides a variety of new housing opportunities, including 32 affordable units, at the eastern edge of the City's residential area along Pacific Coast Highway, along with densities that are not realistically achievable in other areas of the City.

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.

The proposed amendments are consistent with the General Plan's Open Space and Recreation Element and directly implement and further the goal above because the project will pay impact fees, including those for libraries, public use facilities, and parks/open space and recreation facilities. Additionally, the project will provide common open space areas including rooftop pools, courtyards and community rooms which would provide an alternative to public parks and recreational facilities.

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.

The proposed amendments are consistent with the General Plan's Conservation Element and directly implement and further the goal above because the project will comply with all requirements of the Cal-Green Code, including the installation of water-saving fixtures, as well as comply with the California Model Water Efficient Landscape Ordinance, and low-impact development requirements.

Air Quality Element Goals:

AQ3: Vehicle work trip reduction for private employees.

AQ12: Reduction in Residential, Commercial, and Industrial Energy Consumption.

The proposed amendments are consistent with the General Plan's Air Quality Element and directly implement and further the goal above because the project is located along a

major bus route corridor and approximately ½-mile from a Green Line Station and within close proximity to major employment centers allowing for people to walk, ride bicycles, and/or use public transportation. Additionally, as the project is mixed-use, there will be amenities for the resident population on-site, thereby reducing vehicular trips. Further, the project will comply with Cal-Green requirements. There will be 200 EV capable spaces, including 50 installed EV chargers across the PCC Specific Plan area. Finally, solar panels will be installed in both the PCC North and PCC South developments that will generate sufficient power for their respective common area power needs.

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**.**

The proposed amendments are consistent with the General Plan's Noise Element and directly implement and further the goal above because the project underwent a thorough environmental analysis, including for noise, and it was determined that there would not be significant noise impacts. The project will be designed to meet the City's noise standards.

Public Safety Element Goal:

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

The proposed amendments are consistent with the General Plan's Public Safety Element and directly implement and further the goal above because the project underwent a thorough environmental review, including for geological issues and it was determined that by following the building codes, no mitigation measures were required.

Strategic Plan Consistency

The proposed Specific Plan is also consistent with City Council Strategic Plan Goal No. 5 to Champion Economic Development and Fiscal Sustainability. Specifically, the proposed Specific Plan addresses the Council's priority to "identify areas within the community that are appropriate for housing." Pacific Coast Highway (PCH) serves as a primary corridor through El Segundo. A range of business and services are complimented by residential units along commercial corridors by minimizing the oversaturation of non-residential uses as properties are redeveloped, reduces overall traffic, encourages and facilitates a stronger local customer base, and expands service demands on local business and services.

The City is currently updating its General Plan Housing Element. One of the goals of this process is to identify adequate locations to meet the City's RHNA (Regional Housing Needs Allocation), which is 521 units for the 2021-2029 Housing Element period. The 521 units are divided into the following affordability categories:

Table No. 1 – Housing Element RHNA allocation

Income Category	5th Cycle Carryover	6th Cycle RHNA	Total RHNA	Percent
Very Low Income	18	189	207	39.7%
Low Income	11	88	99	19.0%
Moderate Income	0	84	84	6.1%
Above Moderate Income	0	131	131	25.1%
Total	29	492	521	100.0%

The proposed Specific Plan results in the construction of 263 residential units, including 32 units set aside for low and very low-income households (See Development Agreement discussion below). As a result, the Specific Plan meets a substantial proportion of the City's RHNA allocation in both the affordable and market rate units.

In addition to helping meet the City's RHNA requirements, the proposed location is a good location for higher density housing. The location along Pacific Coast Highway corridor can better accommodate higher density residential development compared to other parts of the City, because of its proximity to many existing amenities/uses, such as:

- Commercial retail and services (grocery store, restaurants, etc.).
- Park and recreation facilities.
- School facilities (elementary and middle school within walking distance).
- A major employment area east of Pacific Coast Highway.

Further, the proposed location is advantageous due to its proximity to existing and planned transportation facilities, including:

- Pacific Coast Highway, a major north-south commuting route and connection to LAX.
- I-105 and I-405 freeways, major regional transportation corridors
- LA Metro Bus and Beach Cities Transit Bus lines that provide connections to nearby cities and to the LA Metro Green Line.
- LA Metro Green Line and Crenshaw Corridor Line. The nearest Green Line station to the PCC Specific Plan is half a mile away, at Mariposa and Nash. Once the Crenshaw Corridor project is completed (in 2022), it will connect the Green Line with the Expo Line and allow convenient transportation to Downtown Los Angeles and the West Los Angeles/Santa Monica area without using a car.

For the above reasons, staff believes that the proposed PCC Specific Plan location meets the Council goal of identifying appropriate locations for housing.

Parking Discussion and Analysis

The applicant is providing a sufficient number of on-site vehicular parking for the PCC project as required by ESMC Chapter 15-15 and the PCC Specific Plan. Based upon a parking demand study and shared parking analysis conducted by Fehr & Peers, the Specific Plan is requiring the mixed-use project to provide parking spaces as contained in Table No. 3 below.

Table No. 3: PCCSP Parking Requirements

Use/Unit Type	Minimum Number of Parking Spaces
Market Rate Units	
Studio	1.0
One-Bedroom	1.5
Two-Bedroom	2.0
Townhomes	2.0
Guest Parking	1/3 parking space per residential unit; may be shared with commercial uses; up to 5% of residential parking spaces within Specific Plan area may be shared with other uses.
Affordable Housing Units	
Studio	0.5
One-Bedroom	1.0
Two-Bedroom	1.5
Guest Parking	0.0
Non-Residential Uses	
Commercial, Restaurants, Hotel	Number of parking spaces to be determined by an approved parking demand study and shared use analysis
Compact Parking for Residential and Commercial Uses	Maximum of 20% of spaces
Tandem Parking for Residential Only	Maximum of 20% of spaces
Vehicle Lifts for Residential and Hotel Uses Only	Maximum of 10% of spaces

The PCC project provides 792 parking spaces within the three parking structures plus an additional 33 at-grade parking spaces on the Fairfield Inn and Suites site. Of the 792

parking spaces within the parking structures, the applicant is providing compact spaces and tandem spaces only in the PCC-North area (41 compact spaces, and 22 tandem spaces, which is less than the maximum allowed by the PCC Specific Plan). There are no compact spaces or tandem spaces in PCC-South and PCC-Fairfield areas. Parking spaces for residential uses are reserved for the individual tenants, except for the 5% of residential spaces that may be shared with non-residential and guest parking. Residential parking within PCC-South and PCC-North meets the Specific Plan requirements as depicted in Table No. 4.

Table No. 4: Parking Compliance Analysis

Site	Use	Specific Plan Required Spaces	Parking Supply	Designated Residential Spaces
	All Market Rate Units (257)			
PCC-South	*Hotel* *Residential* *Guest/Retail*	126* 170 40*	336	165
Fairfield	*Hotel/Retail*	213*	215	0
PCC-North	*Residential* *Guest/Retail*	194 47*	241	189
Total		**790**	**792**	**354**
	225 Market Rate Units Plus 32 Affordable Units			
PCC-South	*Hotel* *Residential* *Guest/Retail*	126* 140 35*	336	165
Fairfield	*Hotel/Retail*	213*	215	0
PCC-North	*Residential* *Guest/Retail*	185 40*	241	189
Total		**739**	**792**	**354**

*There is no specific requirement for commercial uses in the Specific Plan. The commercial uses will share the parking spaces with the residential and/or hotel guests based on the Parking Demand Study and Shared Parking Analysis.

The parking requirements are reduced with the inclusion of affordable housing, pursuant to State law. The PCC Specific Plan specifies that parking rates for affordable housing units are less than for market rate units. As further discussed in the affordable housing agreement, the applicant will provide 32 affordable units, including 18 studios, 11 one-bedroom, and 3 two-bedroom units. This composition of affordable housing units reduces

the parking requirement from a total of 790 spaces for all market rate units to 739 spaces for the proposed mix of market rate and affordable units.

Loading and Trash Pick-Up Discussion and Analysis

Discussion: The applicant is providing loading/unloading spaces pursuant to ESMC Section 15-15-7 and the PCC Specific Plan.

PCC-South: Two small truck loading areas are provided near the parking structure entrance on Indiana Street, on Level P-2, to serve the residents and commercial tenants. Residential trash pick-up is located in the same area. Commercial trash service is located on Level L-1, at-grade on PCH. The applicant is providing a dedicated area west of the parking structure entrance for commercial trash pick-up as well as an additional delivery area. The exact location is not identified on the plans.

PCC-Fairfield: The applicant is providing an area for loading and trash service west of the parking structure entrance. The trucks will enter from PCH onto the one-way driveway in a westerly direction and exit the site onto Indiana Street. Smaller delivery trucks can access the parking structure and park along the rear of the commercial spaces.

PCC-North: Parking for loading/unloading and commercial and residential trash service is provided from the fire lane in a separate area (approximately 10’x30’) between the apartments and townhomes.

Analysis: The location and dimensions of certain delivery and trash service areas have the potential for traffic conflict and congestion as well as noise issues. For example, the trash service areas for all three of the phases of the project occur in close proximity to either residences or hotel guests and noise mitigation may be a factor. Also, the locations for trash pick-ups are near parking structure entrances and may result in traffic interruptions and possible queuing issues. Furthermore, the design of the commercial spaces, in PCC-South and PCC-North, require the commercial tenants to haul the trash through the front door onto the public sidewalk fronting PCH in order to reach the trash bins located in the parking garage.

Bicycle Parking Discussion and Analysis

The applicant is providing the appropriate number of bicycle parking for both residential and commercial and uses as stipulated by ESMC Section 15-15-6 and PCC Specific Plan. Multi-family residential requires bicycle parking equivalent to 10 percent of the required vehicle parking spaces and for commercial uses, a minimum of four bicycle spaces for up to 15,000 square feet of commercial space.

Table No. 5: Bicycle Parking

Site	Residential Use		Commercial Use	
	Code	Provided	Code	Provided
PCC-South	34	34	4	4
PCC-Fairfield	0	0	4	4
PCC-North	24	24	4	4
Total	**58**	**58**	**12**	**12**
Aloft Hotel and Fairfield Inn & Suites			**8***	**8***

*These are existing bicycle spaces to be replaced as part of the development.

Bicycle parking for both residential and commercial uses are located on the applicant's private property, with the exception of bicycle parking in the PCC-Fairfield area where it is located in the public right-of-way, specifically on the public sidewalk adjacent to the store window. The applicant will require be required to obtain an encroachment permit and enter into a maintenance agreement to place the commercial bicycle parking spaces in the public right-of-way.

In addition to the residential and commercial bicycle parking spaces, the applicant is also replacing 8 existing bicycle parking spaces that are located in front of the Fairfield banquet facility, which will be demolished in the first phase of construction. These 8 bicycle spaces are to be used by hotel guests and employees and will be reallocated equally between the two hotel sites.

Landscape Plan Discussion and Analysis

The applicant has provided a conceptual Landscape Plan and Plant Palette (Attachment No. 5). A full set of Landscape and irrigation Plans will be developed prior to issuance of a building permit and will be included as a Condition of Approval. Landscaping is provided in the street setback areas, the two central courtyards, around the parking structures, and within the two pool/roof decks. To provide a variety of sizes of landscaping, including trees that will quickly reach maturity, ESMC Section 15-2-14 requires the following minimum sizes for plant material:

Table No. 6 – Minimum Plant Material Sizes

Container Size	Required	Provided
Trees		
60" box	Not Required	4%
36" box	20%	62%
24" box	30%	34%
15 gallon	50%	-
Shrubs		
5 gallon	100%	100%

In lieu of providing the smaller 15-gallon trees, the applicant has proposed to meet the requirement with larger trees.

Generally, the interior of the site has limited landscaping, due to the compact nature of the development. The landscaping provided consists primarily of medium size trees within street facing and interior setback areas between parcels within the Specific Plan and properties outside the Specific Plan.

One exception is a portion of the 15-foot setback between PCC North and the abutting residential properties to the west. Staff recommends that the applicant provide trees along the entire west setback area between Mariposa Avenue and Palm Avenue. However, the applicant has elected to proceed with the landscape plans as currently presented with trees provided only in the north half of the setback area near Palm Avenue.

Staff has included a condition of approval requiring the applicant to plant trees along the entire western setback area, with the tree species being subject to staff review and approval.

Site Plan Review Discussion and Analysis (Staff Concerns)

The following discussion presents some potential improvements to the overall site plan and/or the development, as well as provide additional project enhancements to support the above findings for the Planning Commission's consideration.

PCC North and PCC South elevations:
The elevations of both buildings provide a variety of colors and materials, as well as changes in building planes (step-backs) that provide visual relief from the ground level to the top of the structures. It is unclear from the plans because they are not fully dimensioned how big those variations in building planes are. The conditions of approval includes a condition requiring submittal of detailed, fully dimensioned drawings for Development Services Director review and approval clearly showing the extent of the building step-backs and dimensions of various architectural elements.

PCC North and PCC South courtyards/plazas:
As mentioned in the discussion of the site plan design guidelines in the Specific Plan, the proposed mixed-use buildings do not include any courts or plazas along the Pacific Coast Highway frontage that can serve as gathering spaces and encourage more pedestrian activity. Staff recommends that at a minimum, some of the commercial spaces be designed with recessed entries or storefronts to allow for outdoor seating or retail displays, or provision of amenities such as bicycle parking. The conditions of approval include a condition requiring submittal of revised plans including recessed storefronts to accommodate amenities such as seating, bike parking, etc. for the commercial uses at PCC North, PCC-South, and Fairfield Parking sites, subject to Development Services Director review and approval.

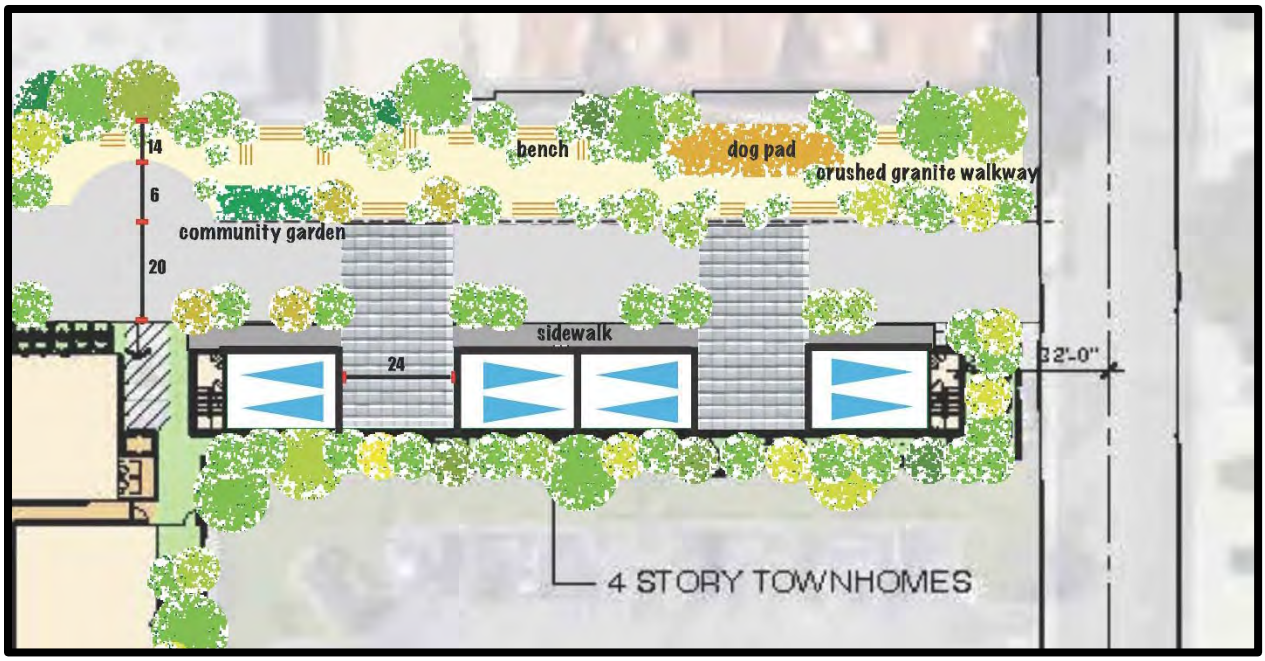
PCC South – West elevation (Indiana Street):
The west elevation of PCC South fronts on Indiana Street, which is occupied exclusively by residential uses on the west side of the street. Staff recommends that the project incorporate residential units with entrances along Holly Avenue and Indiana Street to add more visual interest and pedestrian activity along the project frontage on those streets and to better integrate the project with the residential uses across Indiana Street. However, the applicant has elected to proceed with the project plans as currently presented.

PCC North Firelane and setback area (Blue Wall):
As mentioned in the project description, PCC North utilizes a 26-foot wide driveway along the western part of the property to provide access to the apartment building parking garage and the townhome units (see Figure No. 10 below). Directly next to the proposed firelane is an existing 6-foot concrete block wall painted blue, which is proposed to remain in place. However it is not located on the western property line. It is actually set back 15 feet away from the property line, which creates a 15-foot strip of land running the entire length of the property from Mariposa Avenue to Palm Avenue. Staff recommends that the wall be removed, rebuilt at the actual property line, and that the 15-foot strip of land be incorporated into the development in the form of a landscaped setback, a pedestrian path, a seating/recreational area, and/or a combination of those options. This could provide a pedestrian connection between Mariposa Avenue and Palm Avenue, a landscape buffer between the new development and the adjoining residential properties, and/or a passive recreational area for residents of the new development and the public. In addition, portions of this passageway could be further widened, because the firelane could be narrowed to as little as 20 feet, subject to Fire Department approval. However, the applicant has elected to proceed with the project plans as currently presented. Instead of removing the blue wall, the applicant proposes to paint it and plant climbing fig to cover the wall and provide some visual relief for residents driving along the firelane.

Figure No. 10 – PCC North Site Plan

Townhome site layout: The proposed six townhomes are located arranged in a row north-to-south at the north end of the site. They have a very small footprint on the ground floor consisting only of a two-car garage space and a stairway leading to the upper floors. The garages are all oriented west and take access directly off the firelane/access driveway that runs north-south between palm Avenue and Mariposa Avenue. The firelane/access driveway does not have a sidewalk along this portion of the site, although there is a sidewalk adjacent to the apartment building directly south of this location.

Figure No. 11 – PCC North Fire Lane and Townhome Staff Alternative



To improve pedestrian mobility and add more landscaping along the access driveway, staff recommended and a change to the townhome configuration. This would consist of reducing the number of townhomes to four and re-orienting the garages in a north-south direction so that they face each other. This would create more space between the townhome buildings and the fire lane to provide a sidewalk and landscaping, which would then extend from Mariposa Avenue all the way to Palm Avenue (See Figure No. 11 above). To compensate for the loss of two townhomes, staff suggested that the applicant could provide more units on the top level of the apartment buildings in space that is enclosed, but not assigned to any particular use. The applicant has elected to proceed with the plans as currently presented.

Townhome Elevations:

The west elevations facing the firelane provide more variety in materials and building planes. This is partly because the garages and the balconies/decks on the upper levels are oriented toward the west. Staff believes that the east elevation should have a similar details and variety. The conditions of approval include a condition requiring submittal of revised drawings for the townhome building that incorporate equal detail and variety in building planes and materials on all the elevations, subject to the Development Services Director review and approval.

Figure No. 12 – Townhome Elevations

Most of the above staff recommendations on the project site plan design are intended to provide physical and visual connections between the proposed development and the surrounding neighborhood, to add more interest at the ground level, and promote more pedestrian activity around the project site. Staff's objective is to better integrate the proposed development into the community around it. Instead, the lack of publicly accessible amenities (courtyards, plazas, open space), the lack of continuous sidewalks/passages through the development, and the gated entrances, all serve to separate the proposed development from the neighborhood around it.

Dedications and Waiver Request

Chapter 24A of the Municipal Code requires certain right of way dedications in order for streets around the project site to meet the minimum standards in the Circulation Element of the General Plan. The required dedications based on the Circulation Element and the proposed dedications for the project are described in Table No. 7 below.

Table No. 7 – Required Dedications and Waiver Requests

Street Segment	Required Dedication	Requested Waiver	Net Proposed Dedication
Holly Avenue (North)	7 feet	0 feet	7 feet
Indiana Street (East)	7 feet	3 feet	4 feet*
Mariposa Avenue (South)	7 feet	3 feet	4-12 feet**
Mariposa Avenue (North)	7 feet	0 feet	7 feet
Palm Avenue (South)	12 feet	0 feet	12 feet

*Along Indiana Street, dedications are required only along the property frontage where new construction will occur (Fairfield Parking and PCC South Sites). No dedication is required along the existing hotel properties' frontage.
**The dedication width along the south side of Mariposa Avenue varies to accommodate the width of a proposed right-turn lane.

As permitted in ESMC Chapter 24A, the applicant has submitted a partial waiver request for two of the five street segments where dedications are required, along Mariposa Avenue (South) and Indiana Street (East). After reviewing the requested waivers, the Public Works Director determined that the necessary findings can be made to approve the request. Specifically, even with the reduced dedications, both Indiana Street and Mariposa Avenue will maintain the minimum necessary width for emergency vehicle access and normal two-way operations, as well as maintain the minimum required public sidewalk widths. As a result, staff recommends that the Planning Commission recommend approval of the proposed dedication waivers. A more detailed discussion of the findings is provided in the attached draft resolution (Attachment No. 1).

Right Turn Lane:
The proposed project includes construction of a dedicated right-turn lane on eastbound Mariposa Avenue to southbound Pacific Coast Highway. As a result, the east bound lanes of Mariposa Avenue at PCH would be reconfigured from one left-turn lane and one through-right lane, to one left-turn, one through, and one right-turn lane. The proposed right-turn lane is 10 feet wide and approximately 50 feet long (at full width) with a gradual (60-foot) taper. Based on the traffic analysis for the project, inclusion of the proposed right-turn lane will improve the operation and traffic flow at the Mariposa Avenue/Pacific Coast Highway intersection.

Modifications to hotel CUP approvals

In 2014, the Planning Commission approved a Subdivision (SUB 14-05) to combine the underlying Hacienda Hotel site into two parcels to allow the Hacienda Hotel to be split into two hotels and remodeled. It also approved two conditional use permits (CUP 14-01 and CUP 14-02) to regulate the alcohol sales and service at each of the hotels. Resolutions Nos. 2759 and 2760 regulating the alcohol sales and service at each hotel also contain unrelated conditions regarding:

a. Subdivision No. SUB 14-05;
b. Off-site parking for the two hotels;
c. A lot-tie covenant between the Fairfield hotel site and the parking lot north of Mariposa Avenue; and
d. Construction conditions related to the 2014 remodel.

All these conditions (a-d) will be superseded with the approval of the proposed Pacific Coast Commons project, which contains conditions regarding sharing of access and parking between the proposed lots in the Specific Plan area. However, the existing CUPs and conditions regarding the alcohol sales and service need to remain in place. As a result, Staff recommends that the Planning Commission approve resolutions Nos. 2906 and 2907 recommending City Council approve modifications to the existing CUPs to retain only those conditions related to the alcohol sales and service at the two hotels.

Development Agreement Discussion and Analysis

The City and applicant negotiated the attached Development Agreement to stipulate and to clarify the benefits, which each party is providing towards the completion and on-going implementation and maintenance of the PCC project. The term of the Development Agreement is 15 years and provides for an annual monitoring and reporting of good faith performance by both parties.

The Development Agreement stipulates that the applicant shall comply with this Agreement, and all Project approvals and mitigation measures as identified in the EIR. The items contained in the Development Agreement are in addition to the code-required project development.

The applicant is providing the following additional development improvements, which are not required in either the City's General Plan, Zoning Ordinance, or PCC Specific Plan, and are considered to be of community benefit. The applicant is providing the following items as contained in the Development Agreement:

- **Affordable Housing:** The applicant agrees to provide 32 units of affordable housing for 55 years and to pay for an independent affordable housing consultant to monitor the implementation of the affordable housing program. The Affordable Housing provisions are further detailed in a separate affordable housing agreement, which is discussed in the next section.
- **Preferential Parking Zone:** The applicant agrees to contribute $25,000 towards the establishment of a permit parking district, contingent upon community initiation, or, if after three years, the funds may be used towards the implementation of any public improvement that benefits the immediate neighborhood.
- **Community Meeting Room:** The applicant agrees to provide a meeting room for community non-profits to use at no charge.

- **Additional Public Landscaping and Public Seating Areas**: The applicant agrees to provide additional street trees on certain sections of the west side of Indiana Street, near Holly Avenue, as well as along the southern portion of PCH. The applicant further agrees to provide solo seating facilities, on the private property, along sections of the adjacent PCH.
- **Enhanced Paving:** The applicant agrees to provide enhanced paving materials for specific locations to increase pedestrian safety.
- **EV Charging Stations:** The current CalGreen code requires only 62 parking spaces be capable of converting into an EV Charging Station. The applicant agrees to provide 200 EV spaces, of which 50 will have operational charging stations upon the completion of the respective construction phase. The remaining 150 EV parking spaces will be capable of converting to EV Charging Stations at a later date.
- **Solar Panels and Battery Storage:** The applicant agrees to provide solar panels, mounted on the top floor of the parking structures, to provide electricity for the project common areas, as well as battery storage units.

In exchange for the community benefits, the City is providing certain assurances to the applicant that reduces the applicant's risk and increases certainty:

- Certainty that the PCC Project is subject to only those City fees, codes, and regulations that are in effect at the time of approving the Development Agreement
- Expedited process to review building plans.

Affordable Housing

As mentioned earlier in this report, the City's RHNA obligation is 521 units distributed among four income categories based on Table No. 6 below.

Table No. 6 – Housing Element RHNA allocation

Income Category	5th Cycle Carryover	6th Cycle RHNA	Total RHNA	Percent
Very Low Income	18	189	207	39.7%
Low Income	11	88	99	19.0%
Moderate Income	0	84	84	6.1%
Above Moderate Income	0	131	131	25.1%
Total	29	492	521	100.0%

The above RHNA obligation for the 2021-2029 period is seven times larger than the requirement for the previous planning period (2013-2021). As a result, finding an adequate number of potential housing locations in the City and incentivizing and/or requiring the construction of affordable units has become imperative. The proposed

project offers an opportunity for the City to make significant progress towards meeting its RHNA obligations. The 32 affordable units agreed to in the Development Agreement will meet a significant proportion of the City's RHNA obligations in the low and very low-income categories. As part of the development agreement, the applicant will record two affordable housing agreements, one for each of the housing sites (PCC South and PCC North). The two affordable housing agreements are attached to this report as Development Agreement Exhibits D1 and D2. Each agreement defines the affordability requirements, states that the affordable housing units are to be equitably distributed throughout the two residential sites, provides the minimum number and type of apartment unit for each income category (summarized in table No. 7 below), and identifies the annual monitoring requirements and reporting methodology.

Table No. 7 – Affordable Unit Types and Income Levels

Housing Site	Type of Unit	PCC South	Affordable Housing Units (Sub-Set of Total)	Affordability Levels
PCC South	Studios	44	9	1 Very Low/8 Low
	One Bedrooms	52	5	5 Low
	Two Bedrooms	24	1	1 Low
	Subtotals	**120**	**15**	**1 Very Low/14 Low**
PCC North	Studios	47	9	2 Very Low/7 Low
	One Bedrooms	67	6	6 Low
	Two Bedrooms	23	2	2 Low
	Subtotals	**137**	**17**	**2 Very Low/15 Low**
	Totals	**257**	**32**	**3 Very Low/29 Low**

Development Feasibility Analysis

The negotiations on the Development Agreement were informed by the findings of a Development Feasibility Analysis conducted by Keyser Marston Associates (KMA), a consulting firm retained by the City. KMA based their analysis on construction pro forma information provided by the applicant, their own expertise in public and private real estate development, and market information on current rents and sales prices for real estate. For their analysis KMA also assumed that 10% (or 26) of the proposed residential units would have rents restricted at levels affordable to households with low incomes. The purpose of the analysis was to help determine whether the project would be financially feasible if it incorporates a certain percentage of affordable units and to what extent the City could gain additional benefits through the Development Agreement. KMA's analysis indicates that with 10% of the residential units set aside for low income households, the

proposed development is feasible, but that there is little ability to negotiate for additional benefits to the City.

Fiscal Impact Analysis

In addition to the Development Feasibility Analysis, KMA peer reviewed a Fiscal Impact Analysis prepared by Stanley Hoffman Associates (SHA), a consultant retained by the applicant. The purpose of the Fiscal Impact Analysis was to determine the impact of the proposed project on the City budget through a comparison of the anticipated annual City revenues (taxes, service charges, etc.) with the anticipated annual City costs for services (Police, Fire, Recreation, etc.) from the project. KMA peer-reviewed the Fiscal Impact Analysis and agreed with its estimate that the proposed development would have a net negative impact on the City budget of $127,631 annually. For contextual purposes, KMA indicated to staff that residential developments generally tend to have a more negative fiscal impact for cities compared to commercial developments.

Outstanding Specific Plan Site Design and Programming

As indicated above, staff has raised several unresolved project design and programming features, which can largely be addressed by incorporating conditions of approval. There are additional outstanding matters that the applicant has not addressed, most notably are the items described above in the Site Plan Review section. However, there are several additional remaining items that were raised by staff to the applicant throughout the application process and during negotiations. Below are summaries of those additional issues and concerns which may contribute to supporting the necessary findings outlined above in order to approve the project.

Specific Plan boundaries:
One potential limitation of the PCC Specific Plan is that it does not incorporate at a minimum the two adjacent parcels including the Unocal 76 station and the Carl's Jr restaurant. Staff believes that inclusion of those two parcels would have allowed for a more efficient design of the entire city block, while producing even more housing (including affordable units). However, the applicant has elected to proceed without incorporating additional parcels in the Specific Plan.

Circulation:
A potential improvement to the circulation within the Specific Plan area would be to extend Indiana Street from Mariposa Avenue to Palm Avenue. The Specific Plan circulation plan currently contemplates a private access driveway/firelane at the same location with gates at either end restricting access only to the residential and commercial uses onsite. Removing the gates and adding a full-length sidewalk along this driveway would provide an additional vehicular and pedestrian connection for the entire neighborhood. Staff recommends allowing public access along this private driveway and studying the potential

impacts in the draft Environmental Impact Report (EIR). However, the applicant has elected to proceed with the Specific Plan as currently presented.

Site Planning:
A potential improvement to the site plan design would be to incorporate publicly accessible courtyards/plazas accessible primarily from Pacific Coast Highway. This would require openings in the building envelop that would create gathering/seating areas adjacent to the proposed commercial uses along Pacific Coast Highway, which could serve as public open space areas and/or seating areas for future restaurant and/or café uses. Staff recommends incorporating this concept into the Specific Plan, however the applicant has elected to proceed with the Specific Plan as currently presented.

Recreation/Open Space:
The Specific Plan does not contemplate any public open space that is accessible to residents or businesses outside the Specific Plan property. There are courtyards and community rooms on the ground level and rooftop decks/pools in each of the mixed-use districts of the Specific Plan, but those amenities are available only to residents of the proposed development. Providing public courtyards, as mentioned above, or replacing some or all of the townhomes in the PCC-North area (See Figure No. 5 below) with a public park would provide an additional amenity for the entire neighborhood. Staff recommends providing public open space where the townhomes are located and compensating by adding more residential units on the top level of the mixed-use buildings. However, the applicant has elected to proceed with Specific Plan as currently presented, without any public open space.

Commercial Condominiums:
One of staff's concerns with the proposed tract map is the provision for commercial airspace units. The concern is about responsibility for the maintenance of common areas, trash, and landscaping. If the commercial area is divided into multiple owners, the responsibility for the common areas may be neglected. The overall commercial floor area for the project is 11,252 gross sf and up to 30 commercial condominium units are proposed. The conditions of approval currently require recordation of CC&Rs, subject to City review and approval, that address maintenance of common areas and landscaping, including landscaping in the public right-of-way. Alternatively, the Planning Commission or City Council may consider either reducing the number or eliminating the commercial airspaces from the tract map.

ENVIRONMENTAL REVIEW

Notice of Preparation

Pursuant to the requirements of the California Environmental Quality Act (CEQA) and based on staff's review of the project and discussion with the applicant, City Staff concluded that the proposed project necessitated the preparation of an EIR. As such, on

May 26, 2020, the City distributed a Notice of Preparation (NOP) for an EIR, initiating a 30-day public scoping period that concluded on June 25, 2020. The purpose of the NOP was to indicate formally that the City was preparing a Draft EIR for the PCC Project and, as Lead Agency, to solicit input regarding the scope and content of the Draft EIR. The City held a public scoping session on June 10, 2020 to provide the public with an opportunity to learn more about the PCC Project before submitting any written comments. The NOP was distributed to all Responsible Agencies, as well as other agencies; property owners and occupants within a 300-foot radius from the subject property, plus additional occupants of properties immediately east of Independence Park between Holly Avenue and Palm Avenue, and published in the El Segundo Herald. The NOP was also posted on the City's website.

Draft EIR

After the NOP comment period ended, the Draft EIR was prepared taking into account and addressing the various comments received during the NOP phase. After completing the Draft EIR, the document was made available to the public on February 25, 2021 for a 45-day public comment and circulation period that concluded on April 12, 2021. The purpose of this circulation period is to allow the public and agencies to provide input on the content and analysis contained in the Draft EIR.

The analysis in the Draft EIR determined that the project would have less than significant impacts in the following topical issues: Aesthetics, Agriculture and forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, hydrology and Water Quality, Land Use, Mineral Resources, Noise, Population and Housing, Public Services and Recreation, Transportation, Utilities and Services Systems, and Wildfire. In addition, the analysis determined that the project would have less than a significant impact with mitigation incorporated in the following topical issues: Air Quality, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Noise, Transportation, and Tribal Cultural Resources. The impacts and mitigation measures related to these environmental factors are summarized in the Executive Summary section of the Final EIR. Finally, the analysis in the Draft EIR found that the project would have a significant and unavoidable impact in the area of Air Quality.

Final EIR

As a result of circulating the Draft EIR, the City received 37 comment letters. As part of the Final EIR, the document contains a section titled "Response to Comments," which contains each of the written comments submitted and a response to each comment, and a section containing the mitigation measures identified in the EIR document to reduce impacts to a less than significant level. Lastly, the Final EIR contains an Errata section to the DEIR, which contains some minor modifications to the text for clarification or edits resulting from the comments received. The text modifications are shown in <u>underline</u> for

language added and ~~strikethrough~~ for language deleted. As a result of the comment and circulation periods associated with the NOP and the subsequent Draft EIR, and with the edits made to the Final EIR and responses to comments, no new impacts have been identified to warrant recirculation of the document or significant amendments to the analysis contained therein.

EIR Findings

Pursuant to CEQA requirements, the City is required to adopt two sets of findings prior to approving a project that will generate a significant and unavoidable impact on the environment: 1) Statement of Facts and Findings, and 2) a Statement of Overriding Considerations.

Statement of Facts and Findings: The Statement of Facts and Findings identifies the significant impacts, presents facts supporting the conclusions reached in the analysis, makes one or more of the following three findings for each impact, and explains the reasoning behind the City's findings. The possible findings are as follows:

1. Changes or alteration have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained works, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

The attached Exhibit "4", titled "Findings of Fact and Statement of Overriding Considerations" provides draft findings for each of the impacts identified and provides the necessary supporting evidence. In summary, Staff believes that Finding No. 3 can be adopted because:

a. The proposed project would maintain the existing hotel uses while providing for a mixed-use multiple-family and commercial neighborhood.

b. The proposed project would provide additional housing opportunities that support the goals of the Housing Element of the City's General Plan.

c. The proposed project would improve the jobs/housing balance in the City of El Segundo, help address the regional housing shortage, and support and retain existing businesses by providing needed housing for employees.

d. The proposed project would enhance bicycle and vehicular circulation through roadway intersection improvements that facilitate a safe and walkable community along Pacific Coast Highway.

e. The proposed project would eliminate surface parking lots and provide parking garages that allow for sharing among hotel, commercial, and residential land uses.

f. The proposed project would reduce single-occupancy vehicle use by providing a mix of land uses in walkable proximity to the Metro C Line and the City's downtown.

Based upon the mitigation measures identified in the EIR document, this finding can be made and adopted.

Statement of Overriding Considerations: The Statement of Overriding Considerations is required when a project will cause an unavoidable significant impact that cannot be mitigated. The EIR prepared for the proposed project identifies potentially significant environmental impacts within one issue area related to Air Quality, which cannot be fully mitigated and is therefore considered significant and unavoidable. Specifically, in regards to Air Quality, the proposed project would conflict with the region's Air Quality Management Plan (AQMP) population and housing estimates. The project site is located within the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD administers the Air Quality Management Plan for the region which relies on population growth estimates in the Final SCAG 2016 RTP/SCS for the 2012-2040 period. Using population and housing estimates from the California Department of Finance, the City has a household size of 2.35 persons per household (DOF 2020). Assuming a household size of 2.35 persons per household, the proposed Project's residential units would accommodate 618 individuals upon its anticipated full occupancy in 2025. Considering the population growth anticipated in the 2016 RTP/SCS of 600 individuals within the City between 2012 and 2040, the proposed Project would result in a population growth in the City that would exceed the growth assumptions in the 2016 RTP/SCS, and would thereby exceed the population growth assumptions in the AQMP. There are no feasible mitigation measures for population growth. As a result, for the purposes of CEQA analysis, the proposed Specific Plan will have a significant and unavoidable impact with regard to AQ.

As a result, a Statement of Overriding Considerations must be adopted, (ultimately, by the City Council for this project). In adopting a Statement of Overriding Considerations, Staff believes that the following finding can be made:

The proposed project's benefits outweigh the significant and unavoidable impacts and, therefore, those impacts are acceptable in light of the proposed project's benefits. Each of the following benefits is an overriding consideration, independent of the other benefits, that warrants approval of the proposed project notwithstanding the proposed project's significant and unavoidable impacts related to air quality. The proposed project would provide several public benefits, including, without limitation, the following:

1. The Project is consistent with the City's housing strategy to facilitate the development of affordable housing units and meet its Regional Housing Needs Allocation (RHNA).

2. The Project will physically improve two underutilized parking lots and a vacant 41,660 square-foot food and beverage building and replace them with 263 much needed housing units as well as 11,252 square feet of retail, service and restaurant uses to serve the neighboring residents and businesses.

3. The Project make land dedications and several improvements in the public right-of-way that will improve vehicular, bicycle, and pedestrian circulation in the area, including:

    a. Construction of a right turn lane from eastbound Mariposa Avenue onto southbound Pacific Coast Highway.
    b. Widening and sidewalk reconstruction along Holly Avenue between Pacific Coast Highway and Indiana Street.
    c. Installation of street trees along Pacific Coast Highway, Holly Avenue, Indiana Street, Mariposa Avenue, and Palm Avenue.
    d. Installation of public seating along Pacific Coast Highway.

4. The Project is consistent with the City's housing strategy to direct growth in regional centers and areas near transit stations, major bus centers, and bus stops along major bus routes.

5. The Project is a mixed-use development that would generate fewer vehicle trips than traditional single-use and subdivision development, and it would take advantage of existing infrastructure systems serving the area.

6. The Project would implement the majority of the proposed measures by the California Air Pollution Control Officers Association (CAPCOA) to reduce GHG emissions, which also reduce criteria pollutants.

7. Promotes consistency with regional growth strategies, such as the SCAG 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy, by increasing density within the Plan area.

    Staff believes that to the extent the Air Quality impact would remain significant after mitigation, this impact is acceptable and outweighed by social, economic and other benefits of the project. Further, the alternatives that were identified in the Final EIR would not provide the project benefits to the same extent as the proposed project.

Therefore, having reviewed and considered the information contained in the Final EIR, Technical Appendices and the public record, Staff believes that a Statement of Overriding Considerations has been balanced against the unavoidable adverse impacts in reaching a decision on this project, and that a Statement of Overriding Considerations can be adopted.

As indicated above, the attached Exhibit "4", titled "Findings of Fact and Statement of Overriding Considerations", provides the details and justification for making the necessary findings and Statement of Overriding Considerations.

ADDITIONAL INFORMATION:

Specific Plan Public Outreach/Participation

When the applicant initially approached staff with a development concept in 2019, staff suggested the applicant commence rigorous public outreach efforts due to the number of residential properties and neighborhoods that abut and are in close proximity to the specific plan area. Staff suggested the applicant also take a proactive approach to engage with the community, listen to their issues and concerns, and work with them to create a development project that is sensitive to those abutting communities. In response, the applicant conducted a community-wide open house meeting at the Fairfield Inn & Suites hotel and a virtual community meeting via Zoom. These meetings were advertised by sending individual mailers to residents living within 300' of the specific plan boundaries and was further extended to the residents living west of the Freedom Park along Washington Street. The two meetings were attended by at least 56 participants. City staff also attended these two meetings to observe and note the feedback provided by the community. Generally, the feedback consisted of questions/concerns regarding traffic, parking, height, noise, and air quality impacts from the project's construction and operation. The applicant also presented the project to four local community service organizations, including the Chamber of Commerce, El Segundo Kiwanis Club, El Segundo Rotary Club, and the El Segundo Unified School District Board. City staff were not present at these additional meetings/presentations. Information concerning the project, including renderings and plans, was also posted on the City's website and the applicant's website. The Specific Plan was posted on the website and copies were available for public review at the Development Services Department.

ORIGINATED BY: Paul Samaras, AICP, Principal Planner
REVIEWED BY: Eduardo Schonborn, AICP, Planning Manager
APPROVED BY: Michael Allen, AICP, Director of Development Services

ATTACHED DOCUMENTS

1. Planning Commission Resolution No. 2905
   - Exhibit A – Conditions of Approval
   - Exhibit B – Ordinance
     - Ord. Exhibit A – Zoning Map Changes
     - Ord. Exhibit B – Pacific Coast Commons Specific Plan
     - Ord. Exhibit C – Development Agreement
     - Ord. Exhibit D – Conditions of Approval
   - Exhibit C – Amendment to General Plan Land Use Designations
   - Exhibit D – Amendment to General Plan Land Use Plan Northwest Quadrant subsection
   - Exhibit E – Amendment to 1992 General Plan Summary of Existing Trends Build-out
   - Exhibit F – Amendment to General Plan Land Use Map
   - Exhibit G – Vesting Tentative Map (VTM) No. 82806
   - Exhibit H – Parking Demand Study and Shared Parking Analysis
   - Exhibit I – Street Dedication Map
2. Pacific Coast Commons Specific Plan Environmental Impact Report (State Clearinghouse Document # 2020050508)
3. Mitigation Monitoring and Reporting Program
4. Environmental Findings of Fact and Statement of Overriding Considerations
5. Planning Commission Resolution No. 2906
   - Exhibit A – Conditions of Approval
6. Planning Commission Resolution No. 2907
   - Exhibit A – Conditions of Approval
7. Proposed Development Plans
8. Financial Feasibility Analysis
9. Fiscal Impact Analysis
10. Public communications

RESOLUTION NO. 2905

A RESOLUTION MAKING FINDINGS OF FACT PURSUANT TO CEQA AND RECOMMENDING THAT THE CITY COUNCIL (1) CERTIFY THE ENVIRONMENTAL IMPACT REPORT (ENVIRONMENTAL ASSESSMENT NO. EA-1248) FOR THE PACIFIC COAST COMMONS SPECIFIC PLAN PROJECT ANDADOPT A STATEMENT OF OVERRIDING CONSIDERATIONS; (2), ADOPT GENERAL PLAN AMENDMENT NO. GPA 19-01, SPECIFIC PLAN NO. SP 19-01, ZONE CHANGE AND ZONING MAP AMENDMENT NO. ZC 19-01, AND ZONE TEXT AMENDMENT NO. ZTA 19-08; (3) APPROVE DEVELOPMENT AGREEMENT NO. 19-02; (4) APPROVE SUBDIVISION NO. SUB 19-03, SITE PLAN REVIEW NO. 19-01, PARKING DEMAND STUDY AND SHARED PARKING USE ANALYSIS; AND (5) APPROVEA WAIVER OF PUBLIC RIGHT-OF-WAY DEDICATIONS FOR THE PACIFIC COAST COMMONS SPECIFIC PLAN AND PACIFIC COAST COMMONS MIXED-USE PROJECT.

The Planning Commission of the City of El Segundo does resolve as follows:

SECTION 1: The Planning Commission finds and declares that:

A. On May 31, 2019, BRE El Segundo Property Owner A LLC, BRE El Segundo Property Owner B LLC, and BRE El Segundo Parking LLC, submitted applications for Environmental Assessment No. EA-1248, General Plan Amendment and General Plan Map Amendment No. GPA 19-01, Specific Plan No. SP 19-01, Zone Change and Zoning Map Amendment No. ZC 19-01, Zone Text Amendment No. ZTA 19-08, Development Agreement No. 19-02, Subdivision No. SUB 19-03, Site Plan Review No. 19-01, Parking Demand Study and Shared Parking Use Analysis, and waiver of public right-of-way dedications for the Pacific Coast Commons Specific Plan and Pacific Coast Commons mixed-use project;

B. The project applications were reviewed by the City's Development Services Department for, in part, consistency with the General Plan and conformity with the El Segundo Municipal Code ("ESMC");

C. The City reviewed the project's environmental impacts under the California Environmental Quality Act (Public Resources Code §§ 21000, *et seq.*, "CEQA"), the regulations promulgated thereunder (14 Cal. Code of Regulations §§15000, *et seq.*, the "CEQA Guidelines");

D. An Environmental Impact Report (EIR) was prepared pursuant to the requirements of CEQA Guidelines Section 15161;

E. The Development Services Department completed its review and scheduled a public hearing regarding the application before the Planning Commission for November 18, 2021;

F. On November 18, 2021, the Planning Commission held a duly noticed public hearing to receive public testimony and other evidence regarding the application;

G. On November 18, 2021, the Planning Commission continued the public hearing to December 9, 2021; and

H. This Resolution and its findings are made based upon the evidence presented to the Commission at its November 18 and December 9, 2021 hearing including the staff report submitted by the Development Services Department and the totality of the evidence in the administrative record.

SECTION 2: *Factual Findings and Conclusions*. The Planning Commission finds that the following facts exist:

A. The subject property is located at 475-629 North Pacific Coast Highway in the northwest quadrant of the City of El Segundo;

B. The property site is a level 6.385 gross acre site located on two blocks along Pacific Coast Highway;

C. The project site is comprised of two blocks and is currently improved with two existing hotels and two existing paved parking lots. The block bounded by Pacific Coast Highway, Holly Avenue, Indiana Street and Mariposa Avenue is currently developed with the 350-room Fairfield Inn and Suites and the 246-room Aloft hotels totaling approximately 325,000 gross square feet combined and a paved parking lot. The portion of the project site on the block north of Mariposa Avenue and south of Palm Avenue is developed with a paved surface parking lot. No trees are located on the parking lot site;

D. The project is a residential and commercial mixed-use concept. The Specific Plan would allow 622,398 gross square feet of development including 282,398 square feet of existing development that would remain. The proposed maximum development density is a 2.70 Floor Area Ratio (FAR) after dedications for right-of-way improvements. The Specific Plan would allow a maximum of two hundred sixty-three (263) residential dwelling units including thirty-two (32) affordable housing units located among three of the Land Use Districts within the Specific Plan. Each new lot will meet or exceed the minimum size and dimension requirements;

E. The surrounding land uses include a fast food restaurant (Carl's Jr.), a vacant restaurant and parking lot, and multi-family residential uses to the north and a gas station on the northwest corner of Mariposa Avenue and Pacific Coast Highway; restaurants and office uses, a Ralphs market, two commercial shopping centers with retail and restaurant uses, and a 6- story office building to the east; a small commercial shopping center with a drug store, bank, two restaurants and retail store to the south; and multi-family residential uses to the west;

F. Development standards for allowable uses have been developed for the Specific Plan and all uses within the Plan area must be compliant. The allowed uses identified in the development standards include multiple-family residential uses including both townhomes and apartments, and a range of commercial uses including but not limited to, hotel, retail, restaurant, and offices;

G. The proposed General Plan re-designation and rezoning of the Project Site would change the General Plan land use designation from General Commercial and Parking to the Pacific Coast Commons Specific Plan (PCCSP) land use designation and rezone the area from the General Commercial (C-3) Zone and Parking (P) Zone to the Pacific Coast Commons Specific Plan (PCCSP) Zone;

H. The PCCSP contains five land use designations. These are: PCC Mixed-Use 1 (PCC MU-1), PCC Commercial-1 (PCC COM-1), PCC Commercial-2 (PCC COM-2), PCC Commercial-3 (PCC COM-3), and PCC Mixed-Use 2 (PCC MU-2). The PCC MU-1 designation applies to one parcel comprised of 1.241 acres after right-of-way dedications. The PCC COM-1 designation applies to one parcel comprised of 0.905 acres after right-of-way dedications. The PCC COM-2 designation applies to one parcel comprised of 1.549 acres after right-of-way dedications. The PCC COM-3 designation applies to one parcel comprised of acres after 0.728 acres after right-of-way dedications. The PCC MU-1 designation applies to two parcels comprised of 1.806 acres after right-of-way dedications;

I. The Project includes completion of a roadway widening on Mariposa Avenue and the addition of a new eastbound dedicated right-turn only travel lane that turns south onto Pacific Coast Highway. The Project also includes roadway widening on Holly Avenue.

SECTION 3: *General Plan Consistency Findings*. The Planning Commission finds that the proposed Project will further the goals, objectives and policies of the General Plan and not obstruct their attainment. The Project's consistency with the General Plan is analyzed below:

A. ECONOMIC DEVELOPMENT ELEMENT

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

Objective ED1-1 *To build support and cooperation among the City of El Segundo and its business and residential communities for the mutual benefits derived from the maintenance and expansion of El Segundo's economic base.*

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

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.

Analysis: In order to have a strong economic base and maintain and attract high-caliber businesses, there needs to be housing for employees in nearby areas. The provision of 263 new housing units, ranging in size from studio units to townhome style condominiums, including 32 affordable units, provides new housing opportunities that will help maintain and expand the City's business community. The addition of new residents will help support the local businesses in the area. The redevelopment of the project area, from unused buildings and surface parking lots, along with new commercial development, will add to the City's tax base allowing the City to continue providing high quality services to the residents and daytime population.

B. LAND USE ELEMENT

Policy LU1-5.8: Innovative land development and design techniques as well as new materials and construction methods should be encouraged.

Goal LU3: Promote the health, safety, and well-being of the people of El Segundo by adopting standards for the proper balance, relationship, and distribution of the residential land uses.

Objective LU3-1: *Preserve, protect, and extend, if possible, existing Single-Family Residential uses.*

Policy LU3-2.1: Promote construction of high-quality Multi-Family Residential development with ample open space, leisure and recreational facilities.

Policy LU3-2.2: Multi-family development will be located only in appropriate places and evaluated carefully to ensure that these developments are not detrimental to the existing single-family character.

Objective LU3-3.1: *Adopt and enforce recreational area requirements for large multiple unit developments.*

Analysis: The project is located on the eastern edge of the residential area of the City, adjacent to multi-family development and will not impact existing single-family neighborhoods. The project will be of the highest quality residential development with common space areas such as pools, courtyards, and a community center.

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 LU4-1.1: Require landscaping, its maintenance, and permanent upkeep on all new commercial developments.

Policy LU4-1.2: All commercial facilities shall be built and maintained in accordance with Health and Safety Code requirements and shall meet seismic safety regulations and environmental regulations.

Policy LU4-1.4 New commercial developments shall meet seismic safety standards and regulations, as well as comply with all noise, air quality, water and environmental regulations.

Analysis: The project is a mixed-use project, mixing residential and commercial development on the west side of Pacific Coast Highway. The commercial development will serve the new residents and adjacent business community and not detract from the businesses in Downtown. The developments will be required to maintain the landscape and premises and all buildings will be constructed to meet the most current building code requirements as well as be designed to comply with all environmental regulations.

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

Analysis: The project is located along a major bus route corridor and approximately ½ mile from a Green Line Station and within close proximity to major employment centers allowing for people to walk, ride bicycles, and/or use public transportation. Additionally, as the project is mixed-use, there will be amenities for the resident population on-site, thereby reducing vehicular trips.

Goal LU7: Provide the highest quality public facilities, services, and public infrastructure possible to the community.

Policy LU7-1.2: No new development shall be allowed unless adequate public facilities are in place or provided for.

Policy LU7-2.3: All new development shall place utilities underground.

Analysis: The project will be required to pay public facility impact fees, including for facilities, vehicles, and equipment for law enforcement, fire suppression, and general services, as well as libraries, community centers, and road projects.

C. 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.

Objective C1-1: Provide a roadway system that accommodates the City's existing and project land use and circulation needs.

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.

Policy 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 shall be provided by or paid for by the project developer.

Objective C1-3: Ensure that the City's Master Plan Truck Route System efficiently serves the shipping needs of the commercial and industrial land uses in El Segundo while balancing potential conflicts with residential and recreation land uses throughout the City.

Policy C1-3.2: Ensure that the development review process incorporates consideration of off-street commercial loading requirements for all new projects.

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 C2-1.6: Encourage shopping areas to design their facilities for ease of pedestrian access.

Policy C2-1.7: Closely monitor design practices to ensure a clear pedestrian walking area by minimizing obstructions, especially in the vicinity of intersections.

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 changing facilities at or close to the bicyclist's work destination.

Policy 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.

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

Policy C3-2.1: Ensure the provision of sufficient on-site parking in all new development.

Analysis: The project was thoroughly reviewed by the City's Development Services Department to ensure the adequacy of parking facilities and pedestrian access and also reviewed by the Fire and Police Department. A parking study was provided to demonstrate the adequacy of the parking. The project will provide 70 bicycle parking spaces for residents and guests. The sidewalks along Pacific Coast Highway are 12 feet wide, allowing for a pedestrian-friendly environment for the mixed-use development. The project will include a widening of eastbound Mariposa Avenue, approaching Pacific Coast Highway, to include a right-turn only lane. Additionally, the project will provide dedications and irrevocable offers of dedication for other right-of-way improvements.

D. HOUSING ELEMENT

Goal 3: Provide opportunities for new housing construction in a variety of locations and a variety of densities in accordance with the land use designations and policies in the Land Use Element.

Analysis: The project provides a variety of new housing opportunities,

including 32 affordable units, at the eastern edge of the City's residential area along Pacific Coast Highway, along with densities that are not realistically achievable in other areas of the City.

E. 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.

Analysis: The project will pay impact fees, including those for libraries, public use facilities, and parks/open space and recreation facilities. Additionally, the project will provide common open space areas including rooftop pools, courtyards and community rooms which would provide an alternative to public parks and recreational facilities.

F. CONSERVATION ELEMENT

Policy CN2-5: Require new construction and development to install water-conserving fixtures and appliances to reduce the amount of new demand.

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 CN2-8: Encourage the retrofitting of existing landscapes 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.

Analysis: The project will comply with all requirements of the Cal-Green Code, including the installation of water-saving fixtures, as well as comply with the California Model Water Efficient Landscape Ordinance, and low-impact development requirements.

G. AIR QUALITY ELEMENT

Goal AQ3: Vehicle work trip reduction for private employees.

Objective AQ-3-1: Increase the proportion of work trips made by transit.

Analysis: The project is located along a major bus route corridor and approximately ½ mile from a Green Line Station and within close proximity to major employment centers allowing for people to walk, ride bicycles, and/or use public transportation. Additionally, as the project is mixed-use, there will be amenities for the resident population on-site, thereby reducing vehicular trips.

Goal AQ12: Reduction in Residential, Commercial, and Industrial Energy Consumption.

Objective AQ-12-1: Enact the recommendations of the AQMP Energy Working Group for commercial and residential buildings and adopt ordinances to mitigate air quality impacts from water and pool heating systems.

Policy AQ-12-1.2: It is the policy of the City of El Segundo that the City encourage the incorporation of energy conservation features in the design of new projects and the installation of conservation devices in existing developments.

Analysis: The project will comply with Cal-Green requirements. There will be 200 EV capable spaces, including 50 installed EV chargers across the PCC Specific Plan area. Additionally, solar panels will be installed in both the PCC North and PCC South developments that will generate sufficient power for their respective common area power needs.

H. 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.

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.

Policy N1-2.1: Require all new projects to meet the City's Noise Ordinance Standards as a condition of building permit approval.

Program N1-2.1A: Address noise impacts in all environmental documents for discretionary approval projects, to ensure that noise sources meet City Noise Ordinance standards. These sources may include mechanical or electrical equipment, truck loading areas, or outdoor speaker systems.

Analysis: The project underwent a thorough environmental analysis, including for noise, and it was determined that there would not be significant noise impacts. The project will be designed to meet the City's noise standards.

I. PUBLIC SAFETY ELEMENT

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

Objective PS1-1: It is the objective of the City of El Segundo to reduce exposure to potentially hazardous geological conditions through land use planning and project review.

Policy PS1-1.1: Continue to review proposals for new development and for the expansion of existing development in areas of potential geological hazards.

Program PS1-1.1A: The City shall review projects to ensure that slope design considers the potential effects of high rainfall, private sewage systems, landscaping irrigation, and possible runoff from adjacent future development.

Policy PS1-1.2: Enforce, monitor and improve development standards which place the responsibility on the developer, with advice from qualified engineers and geologists, to develop and implement adequate mitigation measures as conditions for project approval.

Program PS1-1.2A: The City shall review projects to ensure that adequate geotechnical investigation has been completed in areas susceptible to land sliding and debris flows and in areas where collapsible or expansive soils occur, and to approve only those which mitigate these hazards to the satisfaction of the City Engineer.

Policy PS2-1.2: The City shall assist in the prevention of structural damage in areas with a high potential for liquefaction, landslides, and mudslides by requiring geotechnical studies for new development to mitigate potential impacts.

Analysis: The project underwent a thorough environmental review, including for geological issues and it was determined that by following the building codes, no mitigation measures were required.

Goal PS6: A fire safe community.

Objective PS6-1: It is the objective of the City of El Segundo that the City minimize threats to public safety and protect property from wildland and urban fires.

Policy PS6-1.1: Review projects and development proposals, and upgrade fire prevention standards and mitigation measures in areas of high urban fire hazard.

Policy PS6-1.2: Continue efforts to reduce fire hazards associated with older buildings, high-rise buildings, and fire-prone industrial facilities, and maintain adequate fire protection in all areas of the City. Review projects and development proposals, and upgrade fire prevention standards and mitigation measures in areas of high urban fire hazard.

Program PS6-1.2C: The City shall continue to require that all property be maintained in compliance with the fire code.

Analysis: The project will comply with the most current version of the California Fire Code, as adopted by the City.

Goal PS7: Protect public health, safety, and welfare, and minimize loss of life, injury, property damage, and disruption of vital services, resulting from earthquakes, hazardous material incidents, and other natural and man-made disasters.

Analysis: The project will be built to the most current version of the California Building Code to protect against disasters such as earthquakes. Mitigation measures will be imposed to protect against the release of hazardous materials.

SECTION 4: *Zone Change Findings.* Based on the findings of fact set forth herein and the totality of the evidence in the record, the Planning Commission finds as follows:

A. The proposed Zone Change is necessary to carry out the proposed project because the proposed General Plan Amendment changes the land use classification of the project site from General Commercial and Parking to Pacific Coast Commons Specific Plan (PCCSP). The proposed Zone Change changing the property from General Commercial (C-3) and Parking (P) to Pacific Coast Commons Specific Plan (PCCSP) is necessary to maintain consistency with the proposed General Plan land use designation of Pacific Coast Commons Specific Plan.

B. ESMC Title 15 is intended to be the primary tool for implementing the goals, objectives and policies of the El Segundo General Plan. The zone change will maintain consistency with the proposed change in General Plan land use designation to Pacific Coast Commons Specific Plan and is also consistent with the General Plan goals, objectives and policies set forth in Section 3 of this Resolution. Those findings of consistency are incorporated by reference as if fully set forth below.

SECTION 5: *Zone Text Amendment Findings*. In accordance with ESMC Chapter 15-26 (Amendments), and based on the findings set forth in Section 2, together with the evidence in the administrative record as a whole, the Planning Commission finds that the proposed Zone Text Amendment is necessary to implement the Project and establish the proposed Pacific Coast Commons Specific Plan (PCCSP) Zone. An amendment to ESMC § 15-3-2(A)(12) to create the Pacific Coast Commons Specific Plan (PCCSP) Zone is necessary for consistency with the General Plan.

SECTION 6: *Specific Plan Findings.* Based on the factual findings in Section 2 of this Resolution, the proposed creation of the Pacific Coast Commons Specific Plan (PCCSP) would allow a residential and commercial mixed-use development concept. Without adoption of the PCCSP, the current zoning would not permit a residential and commercial mixed-use development with an overall average 2.15 FAR based on the 6.23 net acre (post dedications) size of the project area.

SECTION 7: *Development Agreement Findings.* Pursuant to City Council Resolution No. 3268, adopted June 26, 1984, the Planning Commission finds that:

A. The project is consistent with the objectives, policies, general land uses, and programs specified in the general plan and any applicable specific plan. The Development Agreement would provide the following public benefits in exchange for valuable development rights (fifteen-year entitlement with a five-year extension option):

1. Create a Specific Plan with a range of multiple-family residential and commercial uses that will contribute to the City's housing stock including the addition of affordable housing units and contribute to job creation opportunities and balance growth with local resources and infrastructure capacity. Additionally, the addition of housing units will improve the jobs-housing balance within the City.

2. The project will provide thirty-two affordable housing units for occupancy by low income and very low-income households for fifty-five (55) years.

3. The project will help foster economic development in the City by contributing to a strong business climate, with positive outcomes such as business retention and attraction, as well as effective levels of City services to all members of the community.

4. The project will increase the City's tax base including utility user tax, property tax and sales tax, and therefore provide the City with resources to provide high-quality services to residents and the daytime population.

5. The project includes the payment of $25,000 to the City for either the costs to implement a permit parking district adjacent to the Project site if the residents petition for such district or, to be used by the City for public improvements in the geographical vicinity of the Project site.

6. Community Non-Profit Space. The project will provide 1,000 square feet of community space on the ground floor of the Fairfield parking structure.

7. Landscaping improvements. Additional landscaping and trees will be provided on the west side of Indiana Street between Mariposa Avenue and Holly Avenue. Enhanced landscaping and pedestrian seating will be provided in the existing landscaped areas in front of the Fairfield Inn and Suites and Aloft hotels that will be installed with the development of the PCC South Site. Six new street trees will be planted along the PCC South Site development street frontage. Enhanced landscaping will be provided with the development of the PCC North Site along the western block wall.

8. Enhanced on-site paving improvements. Enhanced on-site paving improvements will be provided at several vehicular entrances/exits to the three new development areas.

9. EV Charging. The project will include 200 EV capable spaces including 50 installed EV chargers across the PCC Specific Plan area.

10. Solar Panels. Solar panels will be installed in the PCC North and PCC South residential developments that will generate sufficient power for their respective common areas power needs.

11. Battery Storage. The project will comply with the battery storage system requirements consistent with the 2022 Building Energy Efficiency Standards (Title 24 Energy Code) for both PCC North and PCC South.

12. Fencing improvements. Chain link fencing at the Fairfield and Aloft Hotel sites will be removed and replaced with decorative fencing.

13. The increase in density, which is located along a major bus route corridor and approximately ½ mile from the existing Metro Green Line Light Rail Station at Mariposa Avenue and Nash Street, helps implement regional planning programs and plans such as the SCAG Regional

Transportation Plan/Sustainable Communities Strategy and efforts towards improving mobility and livability.

14. The increase in density close to the existing Metro Green Line light rail station also implements General Plan Land Use Element Policy LU 4-4.6 promoting denser mixed-use development near the City's existing Metro Green Line stations.

B. The project is compatible with the uses authorized in, and the regulations prescribed for, the land use district in which the real property is located. The proposed project includes a new land use designation and zoning classification which establishes the permitted uses and development standards that would apply to the project. These uses and development standards are similar and compatible with the other commercially zoned districts in the City.

C. The project conforms to public convenience, general welfare and good land use practice. The Pacific Coast Commons Specific Plan includes a range of multiple-family residential and commercial uses that will contribute to the City's housing stock including affordable units, contribute to job creation opportunities, balance growth with local resources and infrastructure capacity, and improve the jobs-housing balance within the City. The project will provide roadway improvements on Holly Avenue and on Mariposa Avenue including a new dedicated eastbound (to southbound) right turn lane on Mariposa Avenue.

D. The project will not be detrimental to the health, safety and general welfare. An EIR was completed to evaluate the project which reviewed issue areas such as Aesthetics, Air Quality, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, and Utilities and Service Systems. All feasible mitigation has been incorporated into the project to reduce or eliminate potential impacts and to maintain public health, safety and general welfare.

E. The project will not adversely affect the orderly development of property or the preservation of property values. This project is surrounded by previously developed multiple-family residential and commercially developed land and the proposed uses of the Pacific Coast Commons Specific Plan are consistent with surrounding development and will not adversely affect the value of neighboring properties. The proposed Pacific Coast Commons Specific Plan development standards and development agreement will ensure that the project will be developed in an orderly fashion. All mitigation measures will be implemented at the time and place impacts occur.

SECTION 8: *Environmental Assessment*. The Planning Commission makes the following environmental findings based on the whole of the administrative record:

A. The City completed a Draft Environmental Impact Report (DEIR) for Pacific Coast Commons Specific Plan project. A noticed Public Scoping meeting was held on June 10, 2020 pursuant to CEQA Guidelines §15083. A Notice of Preparation of the DEIR was circulated for public review from May 26, 2020 to June 25, 2020 pursuant to CEQA Guidelines §15082. A Notice of Completion for the DEIR was filed with the State Office of Planning and Research on February 25, 2021 pursuant to CEQA Guidelines §15085. The public comment and review period for the DEIR was open between February 25, 2021 and April 12, 2021 in compliance with CEQA Guidelines §15087.

B. The DEIR was presented to the Planning Commission and each commissioner has independently reviewed and considered the DEIR and its appendices prior to making a recommendation on the Project. Furthermore, each commissioner has reviewed and considered the testimony and other additional evidence presented at or prior to the public hearing on November 18, 2021;

C. The DEIR is an accurate and complete statement of the potential environmental impacts of the project and is in compliance with CEQA and the CEQA Guidelines. The EIR was prepared under the City's direction and reflects its independent judgment and good faith analysis of the potential environmental impacts and includes substantive and thorough responses to comments received during the public review period;

D. In response to comments from the public and other public agencies, some other minor changes have been made to the Draft EIR. In accordance with CEQA, the Planning Commission finds as follows:

1. Factual corrections and minor changes have been set forth as clarifications and modifications to the Draft EIR;

2. The factual corrections and minor changes to the Draft EIR are not substantial changes in the Draft EIR that would deprive the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the project, a feasible way to mitigate or avoid such an effect, or a feasible project alternative;

3. The factual corrections and minor changes to the Draft EIR will not result in new significant environmental effects or substantially increase the severity of the previously identified significant effects disclosed in the Draft EIR;

4. The factual corrections and minor changes to the Draft EIR do not involve mitigation measures or alternatives that are considerably different from those analyzed in the Draft EIR that would substantially reduce one or more significant effect on the environment; and

5. The factual corrections and minor changes to the Draft EIR do not render the Draft EIR so fundamentally inadequate and conclusory in nature that meaningful public review and comment would be precluded.

Therefore, none of the conditions set forth in CEQA requiring recirculation of a Draft EIR have been met. Incorporation of the factual corrections and minor changes to the Draft EIR into the Final EIR does not require the EIR to be recirculated for public comment.

E. Pursuant to Public Resources Code section 21081(b) and Section 15093 of the CEQA Guidelines, the Planning Commission has weighed the benefits of the proposed Pacific Coast Commons Specific Plan and mixed-use development project against the unavoidable, unmitigable adverse impacts associated therewith and has determined that the adoption and implementation of the Pacific Coast Commons Specific Plan and mixed-use development project would be the most desirable and appropriate action.

F. The project would result in the following unavoidable significant adverse impacts after mitigation:

1. Air Quality (AQ). The project site is located within the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD administers the Air Quality Management Plan for the region which relies on population growth estimates in the Final SCAG 2016 RTP/SCS for the 2012-2040 period. Using population and housing estimates from the California Department of Finance, the City has a household size of 2.35 persons per household (DOF 2020). Assuming a household size of 2.35 persons per household, the proposed Project's residential units would accommodate 618 individuals upon its anticipated full occupancy in 2025. Considering the population growth anticipated in the 2016 RTP/SCS of 600 individuals within the City between 2012 and 2040, the proposed Project would result in a population growth in the City that would exceed the growth assumptions in the 2016 RTP/SCS, and would thereby exceed the population growth assumptions in the AQMP. There are no feasible mitigation measures for population growth. As a result, for the purposes of CEQA analysis, the proposed Specific Plan will have a significant and unavoidable impact with regard to AQ.

G. The Planning Commission has weighed and considered the project's benefits against its significant and unavoidable impacts. The Planning Commission finds that the proposed project's benefits outweigh the significant and unavoidable impacts and, therefore, that those impacts are acceptable in light of the proposed project's benefits. The Planning Commission finds that each of the following benefits is an overriding consideration, independent of the other benefits, that warrants approval of the proposed project notwithstanding the proposed project's significant and unavoidable impacts related to air quality. The proposed project would provide several public benefits, including, without limitation, the following:

1. The Project is consistent with the City's housing strategy to facilitate the development of affordable housing units and meet its Regional Housing Needs Allocation (RHNA).

2. The Project will physically improve two underutilized parking lots and a vacant 41,660 square-foot food and beverage building and replace them with 263 much needed housing units as well as 11,252 square feet of retail, service and restaurant uses to serve the neighboring residents and businesses.

3. The Project make land dedications and several improvements in the public right-of-way that will improve vehicular, bicycle, and pedestrian circulation in the area, including:
   a. Construction of a right turn lane from eastbound Mariposa Avenue onto southbound Pacific Coast Highway.
   b. Widening and sidewalk reconstruction along Holly Avenue between Pacific Coast Highway and Indiana Street.
   c. Installation of street trees along Pacific Coast Highway, Holly Avenue, Indiana Street, Mariposa Avenue, and Palm Avenue.
   d. Installation of public seating along Pacific Coast Highway.

4. The Project is consistent with the City's housing strategy to direct growth in regional centers and areas near transit stations, major bus centers, and bus stops along major bus routes.

5. The Project is a mixed-use development that would generate fewer vehicle trips than traditional single-use and subdivision development, and it would take advantage of existing infrastructure systems serving the area.

6. The Project would implement the majority of the proposed measures by the California Air Pollution Control Officers Association (CAPCOA) to reduce GHG emissions, which also reduce criteria pollutants.

7. Promotes consistency with regional growth strategies, such as the SCAG 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy, by increasing density within the Plan area.

H. The proposed project represents a balance between several competing objectives in the City of El Segundo. After balancing the specific economic, legal, social, technological, and other benefits of the proposed project, the Planning Commission has determined that the unavoidable adverse environmental impacts identified may be considered acceptable due to the specific considerations listed above which outweigh the unavoidable, adverse environmental impacts that will be caused by implementation of the project.

I. Based on the foregoing, and on the evidence in the record as a whole, the Planning Commission hereby finds that:

1. All potentially significant environmental impacts resulting from the project have been eliminated or substantially lessened where feasible, and

2. The remaining significant and unavoidable air quality impacts are acceptable due to the factors described above.

J. Based on the foregoing, and on the evidence in the administrative record as a whole, the Planning Commission recommends that the City Council certify the Final Environmental Impact Report, adopt a Statement of Overriding Considerations and approve the project notwithstanding its significant, unavoidable impacts.

SECTION 9: *Subdivision.* The Planning Commission recommends that the City Council approve Vesting Tentative Tract Map (VTTM 82806) (SUB 19-03), attached as Exhibit "G," based on the fact that the evidence in the record does not support any of the findings for denial set forth in ESMC § 14-1-6:

A. The proposed map is consistent with applicable general and specific plans as specified in Government Code § 65451. As set forth in Section 4 of this Resolution, this project generally meets the goals and objectives of the General Plan and it is consistent with the Pacific Coast Commons Specific Plan. Vesting Tentative Map (VTM) No. 82806 proposes 6 new lots. The proposed lots vary in size and meet the minimum lot size requirements established in the Pacific Coast Commons Specific Plan.

B. The design of the proposed subdivision is consistent with applicable general and specific plans. As set forth in Section 4, the design of this subdivision and the proposed development project meets the goals and objectives of the General Plan.

C. The site is physically suitable for the proposed type of development in that the proposed lots meet the size and dimension requirements to allow the subdivision of the existing project site. The previous land use designation was General Commercial and Parking and the zoning designation for the property was General Commercial (C-3) and Parking (P). The new Pacific Coast Commons Specific Plan allows for the continued operation of the two existing hotels (Fairfield Inn and Suites and Aloft) and allows for both new multiple-family residential uses and expanded commercial development that is consistent with existing development surrounding the Project area.

D. The site is physically suitable for the proposed density of development. The proposed project involves subdivision of an approximately 6.385-acre project site into 6 parcels. The Specific Plan allows 622,398 gross square feet of development including 282,398 square feet of existing development that will remain. The proposed maximum development density is a 2.70 Floor Area Ratio (FAR) after dedications for right-of-way improvements. The Specific Plan allows a maximum of two hundred sixty-three (263) residential dwelling units located among two of the Land Use Districts within the Specific Plan. This density is consistent with the Pacific Coast Commons Specific Plan. Each new lot will meet or exceed the minimum size and dimension requirements.

E. The design of the subdivision or the proposed improvements is unlikely to cause substantial damage or substantially and avoidably injure fish or wildlife or their habitat. The proposed project site is comprised of two blocks and is currently improved with two existing hotels and an existing paved parking lot. The block bounded by Pacific Coast Highway, Holly Avenue, Indiana Street and Mariposa Avenue contains the 350-room Fairfield Inn and Suites and the 246-room Aloft hotels totaling approximately 325,000 gross square feet combined. The portion of the project site on the block to the north of the hotels on the north side of Mariposa Avenue contains the paved surface parking lot. No trees are located on the parking lot site. The project site is also predominately surrounded by developed urban land permanently altered with buildings, roads and hardscape. There are no fish or wildlife habitats on the site that could be damaged by the proposed subdivision or new development.

F. The design of the subdivision and the type of improvements authorized are not likely to cause serious public health problems. Vesting Tentative Map (VTM) No. 82806 proposes 6 new lots. The proposed lots vary in size and meet the minimum lot size requirements established in the Pacific Coast Commons Specific Plan. The subdivision will facilitate a development project consisting of four new buildings consisting of 257 apartment units, 6 townhome condominium units, 11,252 square feet of commercial uses, and parking structures containing 792 parking spaces. The development project

is consistent with all the development standards in the Pacific Coast Commons Specific Plan. Before issuance of permits for construction detailed project plans will be submitted and reviewed for compliance with the California Building and Fire Codes and all other applicable safety codes. Furthermore, the development project's potential environmental impacts were evaluated pursuant to CEQA and mitigation measures will be implemented to reduce all impacts to the maximum extent feasible.

G. The design of the subdivision will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision. The proposed subdivision is not anticipated to conflict with any known easements located at or near the property.

SECTION 10. *Site Plan Review Findings.* The Planning Commission recommends that the City Council approve the Site Plan Review 19-01 based on the following findings:

A. The proposed development is consistent with the general plan, any applicable specific plan and the Zoning Code

The proposed development is consistent with the goals, policies and objectives of the general plan. A specific plan (the Pacific Coast Commons Specific Plan) is applicable to the property involved in the proposed development which is consistent with the goals, policies and objectives of the general plan. The Pacific Coast Commons Specific Plan establishes the development standards and the design standards. The development project for the project site is consistent with the development standards and design guidelines of the Pacific Coast Commons Specific Plan.

The land use designation of the project site under the general plan will be the Pacific Coast Commons Specific Plan (PCCSP) Zone. The PCCSP has 5 districts within the Pacific Coast Commons Specific Plan (PCCSP) Zone (see Chapter III Land Use Plan in the Pacific Coast Commons Specific Plan). The 5 districts are: PCC Mixed-Use 1 (PCC MU-1), PCC Commercial-1 (PCC COM-1), PCC Commercial-2 (PCC COM-2), PCC Commercial-3 (PCC COM-3), and PCC Mixed-Use 2 (PCC MU-2).

The PCC MU-1 is a mixed-use district that permits a maximum of 120 apartments and various commercial uses generally in the categories of retail, restaurant and office uses.

The PCC Commercial-1 (PCC COM-1) allows hotels and several other commercial uses that either accessory to hotel uses or complementary and compatible commercial uses. PCC COM-1 contains the existing Aloft Hotel which will remain.

The PCC Commercial-2 (PCC COM-2) allows hotels and several other commercial uses that either accessory to hotel uses or complementary and compatible commercial uses. PCC COM-2 contains the existing Fairfield Inn and Suites Hotel which will remain.

The PCC Commercial-3 (PCC COM-3) allows hotels and several other commercial uses that either accessory to hotel uses or complementary and compatible commercial uses.

The PCC MU-2 is a mixed-use district that permits a maximum of 137 apartments and 6 townhomes, and various commercial uses generally in the categories of retail, restaurant and office uses.

The proposed development is consistent with the goals, policies and objectives of the general plan as outlined in Chapter II Section C of the Pacific Coast Commons Specific Plan.

B. The project is functionally compatible with the area in which it is located.

The project is functionally compatible with the area in which it is located as the project site already has 2 existing hotels. The project site has commercial retail and restaurant uses to the north and south of the project site on the same side of the street and a mix of office uses, and commercial retail and restaurants across the street. Additionally, the project site is located on a portion of Pacific Coast Highway between Grand Avenue and Imperial Highway that is primarily zoned General Commercial (C-3) that allows a mix of office, hotel, retail and restaurant uses. The subject site is currently zoned General Commercial (C-3) and Parking (P) Zone. Multi-family residential uses are located to the west, southwest and northwest of the project site.

C. The proposed development will not adversely affect the general welfare of the City.

The proposed development will not adversely affect the general welfare of the City in that the existing hotels that will remain are permitted uses both under the existing zoning and in the proposed Pacific Coast Commons Specific Plan (PCCSP). The proposed new multi-family residential apartments, townhomes, commercial uses, and parking structures are designed in compliance with the development standards and design standards in the Pacific Coast Commons Specific Plan Zone and its 5 Districts. All of the proposed multi-family uses will be permitted by right as specified in the new PCCSP. The commercial uses will either be permitted by right or by Conditional Use Permit in the PCCSP depending upon the individual type of commercial use.

The physical improvements have been designed to comply with all building code regulations, the Pacific Coast Commons Specific Plan and the City's General Plan. The site has adequate and safe ingress and egress via multiple driveways along the street frontages of the property and a minimum of one driveway for each legal parcel). The project site has street frontage on Pacific Coast Highway, Mariposa Avenue, Holly Avenue, Indiana Street and Palm Avenue.

Additionally, the project site is surrounded by developed urban land permanently altered with buildings, roads and hardscape. There are no fish or wildlife habitats on the site that could be damaged by the proposed subdivision or new development.

SECTION 11. *Parking Demand Study and Shared Parking Use Findings.* The Planning Commission recommends that the City Council approve the Parking Demand Study and Shared Parking Use attached hereto as Exhibit "H," based on the following findings:

A. The parking demand study for shared use demonstrates that no substantial conflict will exist in the peak hours of parking demand for the uses in which joint use is proposed.

A Parking Demand Study and Shared Use Parking Analysis ("Study") was prepared dated February 17, 2021 for the Pacific Coast Commons Specific Plan ("Plan"). The Study assessed the parking demand for the three new development sites ("Fairfield Parking Site", "PCC South Site" and "PCC North Site") within the Plan boundaries along with the existing peak parking demand for the two existing hotel uses. The two hotels, other commercial uses, and the guest parking for the multiple-family residential apartments will share parking spaces in the three parking structures that will be located on Lots 1, 4, and 5 of Vesting Map No. 82806 (PCC South Site, Fairfield Parking Site and PCC North Site respectively). Assigned parking will be provided for the tenants of the multiple-family residences except for 5 unassigned parking spaces each in the PCC South Site and PCC North Site parking structures. The townhomes have their own two-car garages for the residents. The guest parking for the townhomes will be provided on Lot 5 of Vesting Map No. 82806 (PCC North Site) as part of the joint use parking shared with the hotels, other commercial uses, and multiple-family residential guest parking.

The Study determined the peak parking demand rate for Pacific Coast Commons. Peak parking for the two existing hotels was calculated using empirical data collected at the hotel sites in May 2019 based upon the total number of parking spaces and total number of rooms occupied to develop a peak parking rate. Peak parking demand for the commercial uses (other than the hotels) and all of the residential uses were then evaluated for peak

occupancy based upon ITE 5th edition peak parking demand again using conservative analysis that did not take any discount for proximity to transit service, internal capture or mode split. Parking rates for commercial uses such as retail and restaurants were based upon El Segundo Municipal Code requirements as referenced in the Pacific Coast Commons Specific Plan. Parking rates for all the residential uses were based upon requirements in the Pacific Coast Commons Specific Plan which is a modified residential requirement based on unit type/number of bedrooms which is more conservative than the parking demand rate.

The PCC Fairfield Site will provide 215 parking spaces and it will have a peak parking demand of 191 spaces, leaving a 24-space surplus during the peak parking demand period. The PCC North Site will provide 241 parking spaces and it will have a peak parking demand of 160 residential parking spaces and a peak shared parking demand for 49 spaces for all other uses for a total demand of 209 spaces. However, because 189 parking spaces at the PCC North Site are reserved exclusively for residential use, there will only be a 2-space surplus. The PCC South Site will provide 336 parking spaces and it will have a peak parking demand of 144 residential parking spaces and a peak shared parking demand for 192 spaces for all other uses for a total demand of 336 spaces. However, because 165 parking spaces at the PCC South Site are reserved exclusively for residential use, there will be a 21-space deficit for the guest parking and commercial uses at the peak period. This 21-space deficit will be accommodated however by the 24-space surplus at the Fairfield Parking Site and if needed, the 3-space surplus at the PCC North Site. There will be a net 6-space surplus for joint uses among all three parking structures. Therefore, the parking demand study for shared use demonstrated that there will not be substantial conflict in the peak hours of parking demand for the uses in which joint use is proposed.

B. The number of parking stalls which may be credited against the requirements of the structures or uses involved will not exceed the number of stalls reasonably anticipated to be available during different hours of operation; and

The PCC Fairfield Site will provide 215 parking spaces and it will have a peak parking demand of 191 spaces, leaving a 24-space surplus during the peak parking demand period. The PCC North Site will provide 241 parking spaces and it will have a peak parking demand of 160 residential parking spaces and a peak shared parking demand for 49 spaces for all other uses for a total demand of 209 spaces. Due to additional assigned residential parking above the peak demand period requirements to comply with the development standards, the PCC North Site will have a net 3-space surplus during the peak parking demand period. The PCC South Site will provide

336 parking spaces and it will have a peak parking demand of 144 residential parking spaces and a peak shared parking demand for 192 spaces for all other uses for a total demand of 336 spaces. However, because 165 parking spaces at the PCC South Site are reserved exclusively for residential use, there will be a 21-space deficit for the guest parking and commercial uses at the peak period. This 21-space deficit will be accommodated however by the 24-space surplus at the Fairfield Parking Site and if needed, the 3-space surplus at the PCC North Site. There will be a net 6-space surplus for joint uses among all three parking structures.

The peak period demand analysis was conservative as it did not take any adjustments to discount for proximity to transit service, internal capture, or mode split but did take into account time of day, seasonal variations, and average auto occupancy for the hotel demand rates. Therefore, the analysis demonstrated that the number of parking stalls for the joint uses would not exceed the number of stalls reasonably anticipated to be available during different hours of operation.

C. A written agreement, in a form approved by the City Attorney, must be executed by all parties concerned assuming the continued availability of the number of stalls designed for joint use.

Each of the three parking structures that will be located on Lots 1, 4, and 5 of Vesting Map No. 82806 in the Pacific Coast Commons Specific Plan will be used for overflow parking if needed because of on-site parking demand exceeding on-site parking supply for the joint uses as described above. A Shared Use Parking Agreement will be prepared and reviewed to the satisfaction of the City Attorney and then executed and recorded.

SECTION 12. *Street Dedication Waivers.* The Public Works Director has reviewed the request for street dedication waivers set forth in Exhibit I and has recommended that the Planning Commission approve the waivers. Based upon the recommendation of the Public Works Director and the evidence in the record as a whole, the Planning Commission recommends that the City Council approve the street dedication waivers for the south side of Mariposa Avenue and the east side of Indiana Street based on the following findings:

A. The proposed waiver maintains the minimum roadway width necessary for emergency vehicle access as determined by the fire chief;

The proposed waivers maintain the minimum roadway width necessary for emergency vehicle access. Mariposa Avenue will be widened to a minimum 40’ curb-to-curb street width and Indiana Street will be widened to a 39’ curb-to-curb street width, which meets the required 26’ clear width needed.

B. The proposed waiver maintains the minimum roadway width and lane width deemed necessary for safe two-directional vehicular passage. The minimum lane width cannot be less than ten (10’) feet in width for a travel lane and eight (8’) feet in width for a parking lane;

The minimum lane width and parking width standards will be achieved on Mariposa Avenue and Indiana Street with all proposed travel lanes being a minimum of 10-feet wide and proposed parking lanes being a minimum of 8-feet wide.

C. The proposed waiver will maintain the necessary roadway width for the traffic volumes projected during the general plan buildout as determined by the director of development services unless the director determines that the dedication or irrevocable offer to dedicate will require the removal will require the removal of all or a portion of an existing building;

The proposed waivers will maintain the necessary roadway widths for the projected traffic volumes. The traffic study prepared as part of this project’s application process has indicated that the surrounding streets can accommodate the projected traffic volumes.

D. The proposed waiver complies with any requirements of state and federal regulations, including without limitation, disabled access requirements for public sidewalks;

Public sidewalks surrounding the project site are a minimum of 5 feet, which complies with state and federal regulations. Additionally, the applicant is required to provide a minimum 4-foot sidewalk clearance around any obstruction in the sidewalk (i.e. posts, power poles, etc.) along any property frontage where new construction is taking place.

E. The proposed waiver would not be detrimental to the neighborhood or district in which the property is located;

A thorough evaluation has revealed no evidence that these waivers would be detrimental to the neighborhood in which this project is located.

F. That the proposed waiver is necessary in order that the applicant is not unreasonably deprived the use or enjoyment of his property; and

Provision of full dedications along Indiana Street and Mariposa Avenue would have the following impacts on the existing and proposed structures on the project site:

- Along Indiana Street, there are existing buildings with a 0-foot setback from the property line. Any dedication along this frontage would require demolition of the existing buildings.
- Along the portions of Indiana Street and Mariposa Avenue where new development is proposed, additional dedication would reduce the buildable area on the Project site. Due to the narrow dimensions of the Project site, any additional reductions in those dimensions would create significant design issues with ramp design in the proposed parking structures and/or reduce the number of parking spaces that could be provided for the existing and proposed uses on the Project site. Further, additional dedication would substantially impact the design and size of proposed residential and commercial uses on the Project site. Finally, the above changes to the project design would jeopardize the financial feasibility of the Project. Therefore, the proposed waivers are necessary in order that the applicant is not unreasonably deprived use of their property.

G. The proposed waiver is consistent with the legislative intent of this title.

The proposed waiver is consistent with the legislative intent of Title 15 in that the proposed waiver will still allow roadways and sidewalks along the Project site in compliance with the minimum width standards for local commercial streets specified in the Circulation Element.

SECTION 13: *Recommendations*. Based upon the foregoing and the evidence in the record as a whole, the Planning Commission makes the following recommendations:

A. The Planning Commission recommends that the City Council certify the Final Environmental Impact Report for Environmental Assessment No. 1248; adopt Mitigation Monitoring and Reporting Program; adopt findings of fact and a Statement of Overriding Considerations incorporating the facts set forth in Section 6 of this resolution; and approve General Plan Amendment No. GPA 19-01 for the Pacific Coast Commons Specific Plan and Pacific Coast Commons mixed-use project;

B. The Planning Commission recommends that the City Council approve, with conditions as set forth in Exhibit A, Subdivision No. SUB 19-03 as set forth in Exhibit G, Site Plan Review No. 19-01, Parking Demand Study and Shared Parking Analysis, and Waiver of public right-of-way dedications for the Pacific Coast Commons mixed-use project, and;

C. The Planning Commission recommends that the City Council adopt the Ordinance attached as Exhibit "B" which would implement the Specific Plan SP 19-01, Zone Change ZC 19-01, Zone Text Amendment No. ZTA 19-08, and Development Agreement No. DA 19-02.

SECTION 14: *Exhibits.* This Resolution includes the following exhibits which are attached hereto and a part hereof:

A. Project Conditions of Approval
B. Draft Ordinance
    Exhibit A – Zoning Map Changes
    Exhibit B – Pacific Coast Commons Specific Plan
    Exhibit C – Development Agreement
    Exhibit D – Conditions of Approval
C. Amendment to General Plan Land Use Designations
D. Amendment to General Plan Land Use Plan Northwest Quadrant subsection
E. Amendment to 1992 General Plan Summary of Existing Trends Build-out
F. Amendment to General Plan Land Use Map
G. Vesting Tentative Map (VTM) No. 82806
H. Parking Demand Study and Shared Parking Analysis
I. Street Dedication Map

SECTION 15: *Reliance on Record.* Each and every one of the findings and determination in this Resolution are based on the competent and substantial evidence, both oral and written, contained in the entire record relating to the project. The findings and determinations constitute the independent findings and determinations of the Planning Commission in all respects and are fully and completely supported by substantial evidence in the record as a whole.

SECTION 16: *Limitations*. The Planning Commission's analysis and evaluation of the project is based on information available at the time of the decision. It is inevitable that in evaluating a project that absolute and perfect knowledge of all possible aspects of the project will not exist. In all instances, best efforts have been made to form accurate assumptions.

SECTION 17. *Summaries of Information*. All summaries of information in the findings, which precede this section, are based on the substantial evidence in the record. The absence of any particular fact from any such summary is not an indication that a particular finding is not based in part on that fact.

SECTION 18: This Resolution will remain effective unless and until superseded by a subsequent resolution.

SECTION 19: The Commission secretary is directed to mail a copy of this Resolution to any person requesting a copy.

PASSED AND ADOPTED this 9th day of December 2021.

_____
Ryan Baldino, Chair
City of El Segundo Planning Commission

ATTEST:

_____
Michael Allen, Secretary

Baldino	-
Newman	-
Hoeschler	-
Keldorf	-
Maggay	-

APPROVED AS TO FORM:
Mark D. Hensley, City Attorney

By: _____
Gregg Kovacevich, Assistant City Attorney

PLANNING COMMISSION RESOLUTION NO. 2905

EXHIBIT A

CONDITIONS OF APPROVAL

In addition to all applicable provisions of the El Segundo Municipal Code ("ESMC"), the Applicant agrees to comply with the following provisions as conditions for the City of El Segundo's approval of Environmental Impact Report for Environmental Assessment No. EA-1248, General Plan Amendment and General Plan Map Amendment No. GPA 19-01, Specific Plan No. SP 19-01, Zone Change and Zoning Map Amendment No. ZC 19-01, Zone Text Amendment No. ZTA 19-08, Development Agreement No. DA 19-02, Subdivision No. SUB 19-03 for Vesting Tentative Map (VTM) No. 82806, Site Plan Review No. SPR 19-01, Parking Demand Study and Shared Parking Analysis, and Waiver of public right-of-way dedications for the Pacific Coast Commons Specific Plan and mixed-use development project ("Project Conditions").

Development Services Department

1. This approval is for the project as shown on the plans dated October 7, 2021, and on file with the Development Services Department.

2. Before the City issues a building, grading, and/or demolition permit for the project, the applicant must submit plans, showing that the project substantially complies with the plans and conditions of approval on file with the Development Services Department. Any subsequent modification must be referred to the Development Services Director for a determination regarding the need for Planning Commission review and approval of the proposed modification.

3. This approval shall not become effective unless and until the City Council adopts an ordinance approving Specific Plan No. SP 19-01, Zone Change No. ZC 19-01, Zone Text Amendment No. ZTA 19-08, and Development Agreement No. 19-02 and said ordinance takes effect.

4. This approval allows for the following development within the Pacific Coast Commons Specific Plan (PCCSP) area:

    a. Demolition of the existing food and beverage building in the PCC COM-2 Land Use District and the construction of a parking structure with 3,273 gross square feet of new commercial uses;
    b. Construction of a mixed-use building consisting of 120 residential apartment units and 5,756 gross square feet of new commercial uses and a parking structure in the PCC MU-1 Land Use District;
    c. Construction of a mixed-use building consisting of 137 residential apartment units and a parking structure in the PCC MU-2 Land Use District;
    d. Construction of a building consisting of six townhome residential condominium

units with individual garages for each unit in the PCC MU-2 Land Use District.

e. Up to 3,700 gross square feet of the total 11,252 gross square feet of commercial floor area may be used for fast casual restaurant space. The remainder may be used for other general retail.

A change in uses or changes in the square footages specified above, must be referred to the Development Services Director for a determination regarding the need for Planning Commission review and approval of the proposed changes.

5. Before the City issues any permits, the project shall comply with the requirements set forth in Ordinance 1594 (Public Art).

6. Signs proposed for the project, including monument signs, shall be designed to conform to the sign guidelines and standards of the Pacific Coast Commons Specific Plan and shall require separate application and approval by the Development Services Director or designee. Before the City issues any Certificate of Occupancy a master sign program must be approved by the Development Services Director.

7. All exterior mechanical equipment shall be architecturally screened in accordance with Pacific Coast Commons Specific Plan design guidelines, to the satisfaction of the Development Services Director.

8. All utilities to and on the property shall be provided underground.

9. Pedestrian walkways within the project shall be provided with admixture colored concrete and/or design that enhance and complement the project, to the satisfaction of the Development Services Director.

10. A trellis must be maintained over any external trash enclosure on the property. Before the City issues building permits for each phase of the project, the applicant must submit plans for Development Services Department review and approval that show the design of the exterior trash enclosures and the required trellis covers. The enclosures and trellises must comply with the PCCSP Design Guidelines to the satisfaction of the Director.

11. The applicant shall submit a photometric lighting plan that illustrates that there is no light spillover beyond the project property line for review and approval by the Development Services Department and the Police Department. Exterior lighting design for the project shall comply with the Pacific Coast Commons Specific Plan design guidelines. Light shields shall be used to block light and reduce spill over light and glare as necessary. Light spill over on the property shall be zero foot-candles at the property line. Prior to the final inspection and issuance of a certificate of occupancy, the applicant shall schedule an evening inspection with the Planning Division to verify compliance with this requirement.

12. The project site shall be fenced and screened during construction. Signage to report dust, noise and other construction related problems shall be posted on site at a location clearly visible to the public from both all public streets surrounding the Project site.

13. The applicant must comply with all mitigation measures identified in the Final Environmental Impact Report prepared for the Project. A Mitigation Monitoring and Reporting Program (MMRP) was prepared as part of the environmental review for the project. The mitigation measures of the MMRP are incorporated into these conditions of approval by reference. All mitigation measures and conditions of approval must be listed on the plans submitted for plan check and the plans for which a building permit is issued.

14. Prior to any demolition, clearing, grubbing or grading or as otherwise appropriate, the applicant shall demonstrate compliance with all of the Mitigation Measures contained in the MMRP. In the event of a conflict between the adopted mitigation measures and these conditions of approval, the stricter of the two shall govern. The applicant is responsible to bear all costs should a consultant be required to manage and implement the MMRP.

15. Before the City issues building permits for each building site within the Pacific Coast Commons Specific Plan (PCCSP), the applicant must submit site specific landscape and irrigation plans to the Development Services Department for review and approval to demonstrate compliance with the project plans on file with the City, the City's Water Conservation regulations and Guidelines for Water Conservation in Landscaping (ESMC §§10-2-1, *et seq*.), and the PCCSP Development Guidelines and standards. The landscaping and irrigation must be completely installed before the City issues a final Certificate of Occupancy.

16. The applicant must plant trees along the entire 15-foot setback area between PCC North and the residential properties to the west extending from Mariposa Avenue to Palm Avenue. Before the City issues building permits for the PCC North site, the applicant shall submit detailed landscaping and irrigation plans for Development Services Director review and approval showing trees along the entire 15-foot setback area. The final species, number and location of the trees shall be specified to the satisfaction of the Director.

17. Before the City issues building permits for each building site within the PCCSP, the applicant must submit detailed architectural plans for Development Services Director review and approval, including fully dimensioned site plans, floor plans, elevation, and section drawings identifying the depth of building step-backs as well as dimensions of architectural building features, such as exterior columns, parapets, cornices, balconies, and tower elements.

18. Before the City issues building permits for each building site within the PCCSP, the applicant must submit detailed architectural plans for Development Services Director review and approval, including commercial storefronts along Pacific Coast

Highway that are recessed from the face of each building to allow for outdoor dining, outdoor retail displays, bicycle parking and similar amenities, to the satisfaction of the Director.

19. The applicant shall replace any existing chain-linked fencing visible from the public right-of-way with other walls and/or fencing. Before the City issues building permits for any phase of the development, the applicant shall submit plans for Development Services Director review and approval showing the proposed replacement walls and/or fencing. The replacement walls or fencing must be consistent with the PCCSP Design Guidelines and standards for walls and fencing to the Director's satisfaction.

20. The applicant shall install seating that is available to the public along the Pacific Coast Highway frontage between Holly Avenue and Mariposa Avenue. Before the City issues building permits for any phase of the development, the applicant shall submit plans for Development Services Department review and approval showing the location, number and proposed design of the public seating. The seating must be consistent with the PCCSP Design Guidelines to the Director's satisfaction.

21. The applicant shall install six new trees in the Pacific Coast Highway public right-of-way in front of the PCC South portion of the PCCSP. Before the City issues building permits for the PCC South phase of the development, the applicant shall submit detailed landscaping and irrigation plans for Development Services Department review and approval showing the location and species of trees. The trees must be consistent with the City's Master Street Tree Plan to the Director's satisfaction.

22. The applicant shall install new street trees in the Indiana Street public right-of-way on the west side of the street between Holly Avenue and Mariposa Avenue only within existing parkway areas with existing irrigation systems in place. Before the City issues building permits for the PCC South phase of the development, the applicant shall submit detailed landscaping plans for Development Services review and approval showing the location and species of trees. The trees must be consistent with the City's Master Street Tree Plan to the Director's satisfaction.

23. Before the City issues building permits for the townhomes in the PCC North area of the PCCSP, the applicant shall submit detailed plans for Development Services Director review and approval that incorporate equal detail and variety in building planes and materials on all the elevations to the Director's satisfaction.

24. Trash and recycling enclosures must be provided and shown on site plans that are sufficiently large enough to store the necessary bins required for the regular collection of commercial solid waste and recyclable materials. The site plan with the location and dimensions of the trash and recycling enclosure and an elevation view of the enclosure must be provided to the Development Services Department for review and approval before the City issues building permits.

25. Ground level mechanical equipment, refuse collectors, storage tanks, generators, and other similar facilities must be screened from view consistent with the development standards and design guidelines contained in the Pacific Coast Commons Specific Plan.

26. Exterior lighting must be designed to minimize off-site glare.

27. Buildings must be designed to comply with all ESMC standards for the attenuation of interior noise.

28. Before the City issues a grading permit, building permit, or certificate of occupancy, as applicable, the applicant must provide evidence to the Director of Planning and Building Safety that all mitigation measures in the MMRP are or will be implemented.

29. The project must meet all design guidelines of the Specific Plan to the satisfaction of the Director Development Services.

30. Before the City issues a certificate of occupancy for each parking structure, the applicant must clearly identify the designated residential tenant spaces and the spaces to be shared by retail uses, residential guests, and/or hotel guests. The spaces shall be identified through the use of signage and stencils on the pavement in each parking structure to the satisfaction of the Development Services Director.

31. Before the City issues a certificate of occupancy for each of the proposed buildings the applicant shall draft and submit CC&Rs for Development Services Director and City Attorney review including provisions for:
    a) Maintenance and cleaning of common areas and landscaping onsite.
    b) Maintenance of landscaping in the public right-of-way immediately abutting the subject property.
    c) Regular cleaning -including pressure washing- of the public sidewalk along the Pacific Coast Highway public right-of-way immediately abutting the commercial uses on each building site (PCC South, Fairfield Parking, and PCC North).
    d) Prohibiting storage on apartment balconies and requiring their regular cleaning and maintenance.

32. Before the City issues building permits for each of the building sites, the applicant shall submit detailed plans for Development Services Director review and approval, including the locations, materials, and colors of enhanced paving areas on private property, as well as in the public right-of-way immediately abutting the subject property. The enhanced paving must be consistent the architectural and landscaping plans on file with the City to the satisfaction of the Director.

33. A Shared Parking Agreement shall be prepared and reviewed and approved by the Director of Development Services and the City Attorney. The Shared Parking Agreement shall be recorded after the final map for Vesting Map No. 82806 has been recorded and the Fairfield Parking Site has been constructed and received its Certificate of Occupancy. The Shared Parking Agreement will grant Lots 1 through 5 of Vesting Map No. 82806 rights to shared use of parking provided on Lots 1, 4 and 5 of Vesting Map No. 82806. The shared parking will be permitted for all commercial uses and guest parking for the multi-family residential uses located on Lot 1 and 5 of Vesting Map No. 82806. Guest parking for the townhomes that are located on Lot 6 will be provided on Lot 5 of Vesting Map No. 82806.

    The Shared Parking Agreement will rescind "Covenant and Agreement Regarding Maintenance and Use of Off-Site Parking" for property commonly known as 629 North Sepulveda Boulevard (now known as 629 North Pacific Coast Highway), recorded on July 1, 2015, as Instrument No. 20150792116, of Official Records, Recorder's Office of the County of Los Angeles, California. The Shared Parking Agreement will rescind "Covenant and Agreement Regarding Maintenance and Use of Off-Site Parking" for property commonly known as 629 North Sepulveda Boulevard (now known as 629 North Pacific Coast Highway), recorded on July 1, 2015, as Instrument No. 20150792117, of Official Records, Recorder's Office of the County of Los Angeles, California. The Shared Parking Agreement will rescind "Covenant and Agreement Regarding Maintenance of Parking Site" for property commonly known as 629 North Sepulveda Boulevard (now known as 629 North Pacific Coast Highway), recorded on April 1, 2015, as Instrument No. 20150351986, of Official Records, Recorder's Office of the County of Los Angeles, California.

34. After the final map for Vesting Tentative Map No. 82806 has been recorded, a document shall be recorded to rescind the "Covenant and Agreement to Hold Property as One Parcel" for property commonly known as 629 North Pacific Coast Highway (formerly 629 North Sepulveda Boulevard), recorded on April 1, 2015, as Instrument No. 20150351988, of Official Records, Recorder's Office of the County of Los Angeles, California.

35. A Reciprocal Easement Agreement shall be prepared to provide reciprocal access between Lots 5 and 6 of Vesting Tract Map No. 82806 and reciprocal access to the public rights-of-way of Palm and Mariposa Avenues. The Reciprocal Easement Agreement shall rescind "Reciprocal Easement Agreement", recorded on April 1, 2015, as Instrument No. 20150351989, of Official Records, Recorder's Office of the County of Los Angeles, California. The Reciprocal Easement Agreement shall be reviewed and approved by the Director of Development Services and the City Attorney. The Reciprocal Easement Agreement shall not be recorded until the final map for Vesting Tentative Map No. 82806 is recorded, the Fairfield Parking Site and PCC South Site are constructed, and a building permit is issued for the PCC North Site.

36. A positive balance shall be maintained in all project reimbursement accounts at all times. If the balance of the Reimbursement Account(s) associated with the project becomes negative at any time, all work on the project shall be suspended, including the issuance of permits and project inspections, until such time as the sufficient funds are deposited to return the account(s) to a positive balance.

Building Division Conditions

37. Before the City issues grading permits, the applicant must submit a geotechnical/soils report, along with an associated grading plan that addresses the current code to the Development Services Department for review and approval.

38. Before the City issues grading permits, the applicant must submit a soils report to the Development Services Department for review and approval.

39. Before the City issues building permits, the applicant must submit plans to the Development Services Department for review and approval showing compliance with the version of the California Building Code, as adopted by the ESMC, in effect at the time of building permit application.

40. Before the City issues building permits, the applicant must show proof of Los Angeles County Health Department approval for the public pools.

Fire Department Conditions

41. The project must comply with all applicable requirements in the California Fire Code and the International Fire Code, as adopted by the ESMC, and El Segundo Fire Department regulations, in effect at the time of building permit application.

42. Before the City issues a building permit, the applicant must submit a Fire/Life Safety Plan to the Fire Chief (or designee) identifying fire safety precautions during demolition and construction, emergency site access during construction, permanent fire department access, fire hydrant locations and any existing or proposed fire sprinkler system and fire alarm systems.

Public Works Department Conditions

General

43. All work in the City's right-of-way or on City-owned and maintained facilities shall require review and approval of the City Engineer or his/her designee. "City Engineer" = City Engineer or his/her designee throughout this document.

44. The applicant shall ensure that encroachment permits are secured from the Public Works Department/Engineering Division before commencing any and all work in the City's public right-of-way (ROW), including lane closures.

38. Construction inspection shall be coordinated with the Public Works Inspector and no construction shall deviate from the approved plans without approval of the City Engineer. If plan deviations are necessary, the applicant shall provide a revised plan or details of the proposed change for review and approval of the City Engineer prior to construction.

39. Prior to issuing of the Certificate of Occupancy, the applicant shall ensure installation of all improvements required by the Public Works Department are inspected and approved by the City Engineer.

40. All construction-related parking shall be accommodated on-site or on other private property. No construction related parking shall be permitted off-site in the public right-of-way.

41. A grading and drainage plan shall be provided and stamped by a California (CA) State-licensed civil engineer as part of the Building Permit process.

42. A utility plan shall be provided that shows all existing and proposed utility lines and their sizes (sewer, water, gas, storm drain, electrical, etc.), including easements, within 200 feet of the project site boundary.

43. All record drawings (PDF and CAD format) and supporting documentation shall be submitted to the Public Works Engineering Division prior to scheduling the project's final inspection.

44. Haul trucks are to use PCH north to Imperial Highway and PCH south to El Segundo Boulevard. All three of these streets are currently designated as truck routes in the City.

Street Improvements & Traffic Control

45. The applicant shall dedicate to the City in fee that certain portion of real property that includes the eastern 25 feet of Indiana Street (from the centerline of Indiana Street) between Mariposa Avenue to the north and Holly Avenue to the south as depicted on Vesting Tentative Tract Map No. 82806. Such dedication shall occur through and upon recordation of the Final Map.

46. The applicant shall dedicate to the City in fee that certain portion of real property that includes the northern 25 feet of Holly Avenue (from the centerline of Holly Avenue) between Indiana Street to the west and Pacific Coast Highway to the east as depicted on Vesting Tentative Tract Map No. 82806. Such dedication shall occur through and upon recordation of the Final Map.

47. Before the recording of the Final Map, the applicant shall record a lot tie covenant if any buildings are to be constructed across existing lot lines or if any building location does not meet the development standards of the Pacific Coast Commons

Specific Plan (PCCSP) due to the location of the existing lot lines. No Certificates of Occupancy shall be granted for any use or structure until the recording of the Final Map.

48. General Provisions regarding dedications and improvements in Conditions 14 through 16 below:
    a. Improvements and dedication shall be required in conjunction with the development of the lot immediately adjacent to the street or streets where the improvement and dedication is required.
    b. The applicant shall prepare a grant deed and legal description of the land to be dedicated, subject to review and approval by the City Attorney for any required dedications.
    c. All dedications shall be in favor of the City of El Segundo.
    d. Before the issuance of a building permit for the related site, the applicant shall submit Street and Public Right-of-Way Improvement Plans for review and approval to the Director of Public Works and the Director of Development Services. Said plans shall include any required dedications, roadway widening, sidewalks and parkway in accordance with the conditions below, to be developed to City standards, except as modified by these conditions.
    e. All required right-of-way dedications shall be made prior to the issuance of a Certificate of Occupancy for any building on the related site.
    f. All right-of-way improvements shall be completed before the issuance of a "Final Inspection Approval." The improvements shall be reviewed and approved by the City Engineer and Director of Development Services.
    g. The applicant shall be responsible for the costs to modify and construct the roadway widening and sidewalk improvements as described in conditions 14 through 16 below.

49. Street dedication and improvement conditions related to the development of Lot 4 of Vesting Tentative Tract Map No. 82806 (Pacific Coast Commons – Fairfield Parking Site):
    a. The applicant shall construct a new 10-foot wide right-turn only lane along the south side of Mariposa Avenue, roadway widening improvements, and a new public sidewalk.
    b. The applicant shall dedicate a variable width dedication on the south side of Mariposa Avenue ranging from a minimum of 4 feet on the west at Indiana Street, prior to the 10-foot wide right-turn only lane, to a maximum of 12 feet on the east at Pacific Coast Highway to accommodate the 10-foot wide right-turn only lane and 2-foot widening and reconfiguration of the two existing lanes in compliance with the Circulation Element requirements.
    c. In addition to the 25-foot dedication required by Condition 10 above, the applicant shall dedicate an additional 4 feet along the eastern side of Indiana Street along the frontage of Lot 4 of Vesting Tentative Map. No. 82806.
    d. Before the construction of the right-of-way improvements on the south side of Mariposa Avenue, including the new right-turn lane that would intersect Pacific Coast Highway and any improvements on Pacific Coast Highway,

the applicant shall obtain a Caltrans Encroachment Permit, if required, for any alteration to Pacific Coast Highway. All alterations shall be in accordance with relevant Caltrans Encroachment Permit requirements and conditions shall be shown on the Final Working Drawings.

50. Street dedication and improvement conditions related to the development of Lot 1 of Vesting Tentative Map No. 82806 (Pacific Coast Commons South Site):
    a. In addition to the 25-foot dedication required by Condition 11 above, the applicant shall dedicate an additional 7 feet along the northern side of Holly Avenue along the frontage of Lot 1 of Vesting Tentative Map No. 82806.
    b. In addition to the 25-foot dedication required by Condition 10 above, the applicant shall dedicate an additional 4 feet along the eastern side of Indiana Street only along the frontage of Lot 1 of Vesting Tentative Map. No. 82806.
    c. Before the construction of the right-of-way improvements on the north side of Holly Avenue, including the 2-foot roadway widening that would intersect Pacific Coast Highway and any improvements on Pacific Coast Highway, the applicant shall obtain a Caltrans Encroachment Permit, if required, for any alteration to Pacific Coast Highway. All alterations shall be in accordance with relevant Caltrans Encroachment Permit requirements and conditions shall be shown on the Final Working Drawings.

51. Street dedication and improvement conditions related to the development of Lot 5 and Lot 6 of Vesting Tentative Map No. 82806 (Pacific Coast Commons North Site). These conditions shall apply with the development of Lot 5 or Lot 6, whichever develops first:
    a. The applicant shall dedicate 7 feet on the north side of Mariposa Avenue along the frontage of Lot 5.
    b. The applicant shall dedicate 12 feet on the south side of Palm Avenue along the frontage of Lot 6.

52. The applicant shall provide reciprocal access agreements, subject to review and approval by the City Attorney, between any parcels that do not have independent direct vehicle access to a public right-of-way. Such agreements shall be recorded before issuance of any Certificate of Occupancy for a building on an affected parcel.

53. All new sidewalk, curb & gutter, driveway approaches, and curb ramps shall be constructed per the latest Standard Plans for Public Works Construction (SPPWC) “Greenbook” and City standards.

54. All existing sidewalk, curb & gutter, driveway approaches, and curb ramps that are broken or not in conformance with the latest SPPWC or City standards shall be removed and constructed per the latest SPPWC and City standards.

55. Any obstruction located within existing curb ramps shall be relocated.

56. All unused driveways shall be removed and replaced with full-height curb, gutter and sidewalk per SPPWC standards and City standards.

57. The applicant shall provide a minimum 4' sidewalk clearance around any obstruction in the sidewalk i.e. posts, power poles, etc. along any property frontage where new construction is taking place. This condition does not apply on Indiana Street along the frontage of proposed Lot 2 and 3 of Vesting Tentative Map No. 82806.

58. PG-64-10 tack coat and hot mix asphalt shall be used for all slot paving required next to new concrete installations. Slot paving shall be 3 feet wide and 1 foot deep, consisting of 6 inches of asphalt over 6 inches of base.

59. The applicant shall coldmill 2" Asphalt Concrete (AC) pavement surface and overlay with 2" AC PG-64-10 the curb-to-curb full street width of Mariposa Avenue along the property frontages and the curb-to-centerline half street width of Palm Avenue, Indiana Street, and Holly Avenue along the property frontages. AC mix specification shall conform to Standard Specifications for Public Works Construction (SSPWC) "Greenbook", section 203-1.

60. The applicant shall provide street signing and striping plans for the new development. All striping in the public ROW shall consist of thermoplastic paint per the latest CA Manual on Uniform Traffic Control Devices (MUTCD).

61. The applicant shall provide traffic control plans for all work requiring a lane closure.

62. The work scheduled in the public right-of-way on major arterial streets shall be Monday through Friday from 9am to 3pm, except holidays. Work scheduled on all other street classifications shall be Monday through Friday from 7am to 4pm. Contractor shall obtain prior approval from the City Engineer for performing weekend work, night work, or work on a holiday.

63. During construction, it shall be the responsibility of the applicant to provide safe pedestrian traffic control around the site. A pedestrian protection plan shall be submitted to the Public Works Department for review and approval by the City Engineer. This may include but not be limited to signs, flashing lights, barricades and flag persons.

64. Once the ROW improvements are accepted by the City Engineer, they are not to be used for staging building construction activities, including but not limited to, storage of construction materials and equipment. The street and sidewalks shall be kept free of construction debris, mud and other obstacles and shall remain open to traffic at all times. The applicant shall bear the entire cost of replacement or repair to any damage to improvements caused by its use, or its Contractors' and Subcontractors' use, of the improvements after acceptance by the City Engineer.

65. The applicant shall submit any new traffic signal plans to the City Public Works Department and LA County Department of Public Works (LACDPW) for review and approval. The applicant will coordinate all inspections with the LACDPW inspector for acceptance of the traffic signal poles and related equipment. The applicant will inform the City of any updates during this process.

Water

66. The proposed improvement will impact the capacity of the existing City owned water main lines. The applicant must submit a water study to determine if there is a capacity deficiency in the affected water main lines and if so, water main upgrades will be required. The water study shall be reviewed and approved by the City Engineer.

67. Any existing water meters, potable water service connections, fire backflow devices and potable water backflow devices must be upgraded to current City Water Division standards. These devices shall be placed or relocated onto private property.

68. The applicant must submit plans for water system upgrades to the City of El Segundo Public Works Department for review and approval.

69. Any unused water laterals shall be abandoned and properly capped at the City main. The Contractor is to obtain necessary permits and licenses, and provide traffic control plans and shoring plans.

Sewer

70. The proposed improvement will impact the capacity of the existing City owned sewer main lines. The applicant must submit a sewer study to determine if there is a capacity deficiency in the affected sewer main lines and if so, sewer upgrades will be required. The sewer study shall be reviewed and approved by the City Engineer.

71. Prior to issuance of a Certificate of Occupancy, the sewer connection fee for this project must be paid to the City of El Segundo Public Works Department.

72. Any unused sanitary sewer laterals shall be abandoned and properly capped at the City main. The Contractor is to obtain necessary permits and licenses, and provide traffic control plans and shoring plans.

Storm Drain

73. Provide a Low Impact Development Study (LID) signed and stamped by a registered Civil Engineer. Make sure to comply with the project design requirements to retain on site (infiltrate or store for use) volume of runoff from ¾ inch storm or the 85th percentile 24-hour storm, whichever is greater (SWQDv).

74. Hydrologic and hydraulic calculations shall be submitted to size appropriate storm drain facilities to control on-site drainage and mitigate off-site impacts. Refer to the most recent Los Angeles County Hydrology Manual. Instructions and the manual are available at the County website at http://dpw.lacounty.gov/wrd/Publication/index.cfm. Calculations shall be signed by a registered civil engineer.

75. The project shall comply with the National Pollutant Discharge Elimination System (NPDES) requirements and shall provide Best Management Practices (BMPs) for sediment control, construction material control and erosion control.

Landscaping & Irrigation

76. Irrigation plans shall be submitted to the Public Works Department for review and approval. All irrigation meters and mechanical equipment shall meet the City Water Division standards.

77. All public landscape improvements shall be designed to City standards and approved by the Parks & Recreation Department.

78. The property owner shall maintain all landscaping and irrigation in the public ROW fronting the property.

79. The applicant shall coordinate any tree removals in the public right-of-way with the Parks & Recreation Department prior to the start of construction.

Police Department Conditions

80. The applicant shall coordinate any tree removals in the public right-of-way with the Parks & Recreation Department prior to the start of construction.

81. Prior to the issuance of building permits, the applicant must submit a Photometric Lighting Plan complying with El Segundo Security Code, Ordinance 1540, Sections, 13-20-15.E; 13-20-16.L; 13-20-17.M.

82. Prior to the issuance of building permits, the applicant submit a Wayfinding Plan complying with El Segundo Security Code, Ordinance 1540, Sections, 13-20-15.C.

83. Prior to the issuance of building permits, the applicant must submit a Construction Site Security Plan complying with El Segundo Security Code, Ordinance 1540, Section, 13-20-20.C.

84. Prior to the issuance of building permits, the applicant must submit an Emergency Access Plan complying with El Segundo Security Code, Ordinance 1540, Sections, 13-20-18 and 13-20-19.C.

85. Prior to the issuance of building permits, the applicant must provide a Parking Surveillance Camera Plan parking structures complying with the following standards:

a) High Definition color cameras shall be installed at all vehicle and pedestrian entrances and be capable of clearly capturing an entire vehicle including license plate and driver. Cameras at pedestrian entrances shall clearly capture the entire person and a recognizable face image.
b) Camera images shall be digitally stored for at least 30 days.
c) A camera surveillance plan noting the type and mounting height of cameras, demonstrating compliance with this section, shall be developed as part of the construction plans.

86. Prior to authorization to use, occupy, and/or operate, the applicant shall arrange for and have passed an inspection, to be performed by the Police Department, to ensure compliance with the Parking Surveillance Camera Plan.

87. Prior to authorization to use, occupy, and/or operate, the applicant shall arrange for and have passed an inspection, to be performed by the Police Department, to ensure compliance with the Emergency Access Plan.

Impact Fee Conditions

88. Pursuant to ESMC §§ 15-27A-1, *et seq*., and before building permits are issued, the applicant must pay a one-time fire services mitigation fee in accordance with City Council Resolution No. 4687.

89. Pursuant to ESMC §§ 15-27A-1, *et seq*., and before building permits are issued, the applicant must pay a one-time police services mitigation fee in accordance with City Council Resolution No. 4687.

90. Pursuant to ESMC §§ 15-27A-1, *et seq.,* and before building permits are issued, the applicant must pay a one-time park services mitigation fee in accordance with City Council Resolution No. 4687.

91. Before building permits are issued, the applicant must pay the required sewer connection fees (as specified in ESMC Title 12-3).

92. Pursuant to ESMC §§ 15-27A-1, *et seq*., and before the City issues a certificate of occupancy for buildings within the Specific Plan, the applicant must pay a one-time traffic mitigation fee in accordance with City Council Resolution No. 4443.

93. Permittee agrees to pay City any development impact fees (“DIFs”) that may be applicable to the Project. Permittee takes notice pursuant to Government Code § 66020(d) that City is imposing the DIFs upon the Project in accordance with the

Mitigation Fee Act (Government Code § 66000, et seq.). The permittee is informed that it may protest DIFs in accordance with Government Code § 66020.

94. Before building permits are issued, the applicant must pay the required School Fees. This condition does not limit the applicant's ability to appeal or protest the payment of these fees to the school districts(s).

Miscellaneous

95. Unless otherwise provided by the Development Agreement, the vesting tentative map will expire pursuant to Government Code § 66452.6 and ESMC § 14-1-12.

96. Approval of this permit shall not be construed as a waiver of applicable and appropriate zoning regulations, or any Federal, State, County and/or City laws and regulations. Unless otherwise expressly specified, all other requirements of the El Segundo Municipal Code shall apply.

97. Failure to comply with and adhere to all of these conditions of approval may be cause to revoke the approval of the project by the Planning Commission, pursuant to the provisions of the El Segundo Municipal Code.

98. In the event that any of these conditions conflict with the recommendations and/or requirements of another permitting agency or City Department, the stricter standard shall apply.

99. The Applicant, agrees to indemnify and hold the City harmless from and against any claim, action, damages, costs (including, without limitation, attorney's fees), injuries, or liability, arising from the City's approval of Environmental Assessment No. EA-1248, General Plan Amendment No. GPA 19-01, Specific Plan No. SP 19-01, Zone Change No. ZC 19-01, and Zone Text Amendment No. ZTA 19-08, Subdivision No. SUB 19-03, Site Plan Review No. 19-01, Development Agreement No. 19-02, Modification of Resolution Nos. 2759 and 2760 for CUP No. 14-01 and CUP No. 14-02, and Waiver of public right-of-way dedications. Should the City be named in any suit, or should any claim be brought against it by suit or otherwise, whether the same be groundless or not, arising out of the City approval of Environmental Assessment No. EA-1248, General Plan Amendment No. GPA 19-01, Specific Plan No. SP 19-01, Zone Change No. ZC 19-01, and Zone Text Amendment No. ZTA 19-08, Subdivision No. SUB 19-03, Site Plan Review No. 19-01, Development Agreement No. 19-02, Modification of Resolution Nos. 2759 and 2760 for CUP No. 14-01 and CUP No. 14-02, and Waiver of public right-of-way dedications, the Applicant , agrees to defend the City (at the City's request and with counsel satisfactory to the City) and will indemnify the City for any judgment rendered against it or any sums paid out in settlement or otherwise. For purposes of this section "the City" includes the City of El Segundo's elected officials, appointed officials, officers, and employees.

By signing this document, Brian Kaufman, on behalf of BRE EL SEGUNDO PROPERTY OWNER A LLC, BRE EL SEGUNDO PROPERTY OWNER B LLC, and BRE EL SEGUNDO PARKING LLC, certifies that he has read, understood, and agrees to the Project Conditions listed in this document.

_____
Brian Kaufman, Managing Director and Vice President
BRE EL SEGUNDO PROPERTY OWNER A LLC,
BRE EL SEGUNDO PROPERTY OWNER B LLC,
BRE EL SEGUNDO PARKING LLC

PLANNING COMMISSION RESOLUTION NO. 2905
EXHIBIT "B"

ORDINANCE NO. ____

AN ORDINANCE APPROVING ZONE CHANGE AND ZONING MAP AMENDMENT NO. 19-01, SPECIFIC PLAN NO. SP 19-01, ZONE TEXT AMENDMENT NO. ZTA 19-08, AND DEVELOPMENT AGREEMENT NO. DA 19-02 FOR THE PACIFIC COAST COMMONS SPECIFIC PLAN AND PACIFIC COAST COMMONS MIXED-USE PROJECT AT 475-629 PACIFIC COAST HIGHWAY.

The City Council of the city of El Segundo does ordain as follows:

SECTION 1: The Council finds and declares as follows:

A. On May 31, 2019, BRE El Segundo Holdco, LLC, submitted applications for an Environmental Assessment (EA No. 1248), General Plan Amendment and General Plan Map Amendment No. GPA 19-01, Specific Plan No. SPA 19-01, Zone Change and Zoning Map Amendment No. ZC 19-01, Zone Text Amendment No. ZTA 19-08, Development Agreement No. DA 19-02, and Subdivision No. SUB 19-03 for Vesting Tentative Map No. 82806 for the Pacific Coast Commons Specific Plan and Pacific Coast Commons Mixed-Use Project at 475-629 North Pacific Coast Highway ("Project");

B. The project applications were reviewed by the City's Development Services Department for, in part, consistency with the General Plan and conformity with the ESMC;

C. The City reviewed the project's environmental impacts under the California Environmental Quality Act (Public Resources Code §§ 21000, *et seq.*, "CEQA"), the regulations promulgated thereunder (14 Cal. Code of Regulations §§15000, *et seq.*, the "CEQA Guidelines");

D. An Environmental Impact Report (EIR) was prepared pursuant to the requirements of CEQA and the CEQA Guidelines;

E. The Development Services Department completed its review and scheduled a public hearing regarding the application before the Planning Commission for November 18, 2021;

F. On November 18 and December 9, 2021, the Planning Commission held a public hearing to receive public testimony and other evidence regarding the application including, without limitation, information provided to the Planning Commission by city staff; and, adopted Resolution No. 2905 recommending that the City Council approve the Project including, without, limitation,

adopting this Ordinance;

G. On _____, 2022, the City Council held a public hearing and considered the information provided by City staff, public testimony, and representatives of BRE El Segundo Property Owner A LLC, BRE El Segundo Property Owner B LLC, and BRE El Segundo Parking LLC regarding this Ordinance; and

H. This Ordinance and its findings are made based upon the entire administrative record including, without limitation, testimony and evidence presented to the City Council at its _____, 2022 hearing and the staff report submitted by the Development Services Department.

SECTION 2: *Environmental Assessment.* Prior to adopting this Ordinance, the City Council adopted Resolution No. ____ certifying a Final Environmental Impact Report (FEIR), adopting a Statement of Overriding Considerations (SOC) and adopting a mitigation monitoring and reporting program (MMRP) for this Project which, among other things, properly assesses the environmental impact of this Ordinance, and the Project, in accordance with CEQA. This Ordinance incorporates by reference the environmental findings and analysis set forth in Resolution No. ____.

SECTION 3: *General Plan Amendment.* Prior to adopting this Ordinance, the City Council adopted Resolution No. ____ for General Plan Amendment No. 19-01, changing the land use designation for the property at 475-629 North Pacific Coast Highway.

SECTION 4: *Factual Findings and Conclusions*. The City Council finds that the following facts exist:

A. The subject property is located at 475-629 North Pacific Coast Highway in the northwest quadrant of the City of El Segundo;

B. The property site is a level 6.385 gross acre site located on two blocks along Pacific Coast Highway;

C. The project site is comprised of two blocks and is currently improved with two existing hotels and two existing paved parking lots. The block bounded by Pacific Coast Highway, Holly Avenue, Indiana Street and Mariposa Avenue is currently developed with the 350-room Fairfield Inn and Suites and the 246-room Aloft hotels totaling approximately 325,000 gross square feet combined and a paved parking lot. The portion of the project site on the block north of Mariposa Avenue and south of Palm Avenue is developed with a paved surface parking lot. No trees are located on the parking lot site;

D. The project is a residential and commercial mixed-use concept. The Specific Plan would allow 622,398 gross square feet of development including 282,398 square feet of existing development that would remain. The proposed maximum

development density is a 2.70 Floor Area Ratio (FAR) after dedications for right-of-way improvements. The Specific Plan would allow a maximum of two hundred sixty-three (263) residential dwelling units including thirty-two (32) affordable housing units located among three of the Land Use Districts within the Specific Plan. Each new lot will meet or exceed the minimum size and dimension requirements;

E. The surrounding land uses include a fast food restaurant (Carl's Jr.), a vacant restaurant and parking lot, and multi-family residential uses to the north and a gas station on the northwest corner of Mariposa Avenue and Pacific Coast Highway; restaurants and office uses, a Ralphs market, two commercial shopping centers with retail and restaurant uses, and a 6- story office building to the east; a small commercial shopping center with a drug store, bank, two restaurants and retail store to the south; and multi-family residential uses to the west;

F. Development standards for allowable uses have been developed for the Specific Plan and all uses within the Plan area must be compliant. The allowed uses identified in the development standards include multiple-family residential uses including both townhomes and apartments, and a range of commercial uses including but not limited to, hotel, retail, restaurant, and offices;

G. The proposed General Plan re-designation and rezoning of the Project Site would change the General Plan land use designation from General Commercial and Parking to the Pacific Coast Commons Specific Plan (PCCSP) land use designation and rezone the area from the General Commercial (C-3) Zone and Parking (P) Zone to the Pacific Coast Commons Specific Plan (PCCSP) Zone;

H. The PCCSP contains five land use designations. These are: PCC Mixed-Use 1 (PCC MU-1), PCC Commercial-1 (PCC COM-1), PCC Commercial-2 (PCC COM-2), PCC Commercial-3 (PCC COM-3), and PCC Mixed-Use 2 (PCC MU-2). The PCC MU-1 designation applies to one parcel comprised of 1.241 acres after right-of-way dedications. The PCC COM-1 designation applies to one parcel comprised of 0.905 acres after right-of-way dedications. The PCC COM-2 designation applies to one parcel comprised of 1.549 acres after right-of-way dedications. The PCC COM-3 designation applies to one parcel comprised of acres after 0.728 acres after right-of-way dedications. The PCC MU-1 designation applies to two parcels comprised of 1.806 acres after right-of-way dedications;

I. The Project includes completion of a roadway widening on Mariposa Avenue and the addition of a new eastbound dedicated right-turn only travel lane that turns south onto Pacific Coast Highway. The Project also includes roadway widening on Holly Avenue.

SECTION 5: *Zone Change Findings.*

A. Based on the factual findings set forth in Section 4 of this Ordinance, the proposed Zone Change is necessary to carry out the proposed project because the proposed General Plan Amendment changes the land use classification of the project site from General Commercial and Parking to Pacific Coast Commons Specific Plan (PCCSP). The proposed Zone Change changing the property from General Commercial (C-3) and Parking (P) to Pacific Coast Commons Specific Plan (PCCSP) is necessary to maintain consistency with the proposed General Plan land use designation of Pacific Coast Commons Specific Plan.

B. ESMC Title 15 is intended to be the primary tool for implementing the goals, objectives and policies of the El Segundo General Plan. The zone change will maintain consistency with the proposed change in General Plan land use designation to Pacific Coast Commons Specific Plan and is also consistent with the General Plan goals, objectives and policies set forth in Section 3 of Resolution No. ____. Those findings of consistency are incorporated by reference as if fully set forth below.

SECTION 6: *Zone Text Amendment Findings.* Based on the factual findings in Resolution No. _____, as incorporated into this Ordinance, the proposed Zone Text Amendment is necessary to implement the Project and establish the proposed Pacific Coast Commons Specific Plan (PCCSP) Zone. An amendment to ESMC § 15-3-2(A)(12) to create the Pacific Coast Commons Specific Plan (PCCSP) Zone is necessary for consistency with the General Plan.

SECTION 7: *Specific Plan Findings.* Based on the factual findings in Resolution No. ____, as incorporated into this Ordinance, the proposed creation of the Pacific Coast Commons Specific Plan (PCCSP) would allow a residential and commercial mixed-use development concept. Without amending the ESMC, the current zoning would not permit a residential and commercial mixed-use development with an overall average 2.15 FAR based on the 6.23 net acre (post dedications) size of the project area. An amendment to ESMC § 15-3-2(A) to create the Pacific Coast Commons Specific Plan (PCCSP) is necessary for consistency with the General Plan.

SECTION 8: *Development Agreement Findings.* Pursuant to City Council Resolution No. 3268, adopted June 26, 1984, the City Council finds that:

A. The project is consistent with the objectives, policies, general land uses, and programs specified in the general plan and any applicable specific plan. The Development Agreement would provide the following public benefits in exchange for valuable development rights (fifteen-year entitlement with a five-year extension option):

1. Create a Specific Plan with a range of multiple-family residential and commercial uses that will contribute to the City's housing stock including the addition of affordable housing units and contribute to job creation opportunities and balance growth with local resources and infrastructure capacity. Additionally, the addition of housing units will improve the jobs-housing balance within the City.

2. The project will provide thirty-two affordable housing units for occupancy by low income and very low-income households for fifty-five (55) years.

3. The project will help foster economic development in the City by contributing to a strong business climate, with positive outcomes such as business retention and attraction, as well as effective levels of City services to all members of the community.

4. The project will increase the City's tax base including utility user tax, property tax and sales tax, and therefore provide the City with resources to provide high-quality services to residents and the daytime population.

5. The project includes the payment of $25,000 to the City for either the costs to implement a permit parking district adjacent to the Project site if the residents petition for such district or, to be used by the City for public improvements in the geographical vicinity of the Project site.

6. Community Non-Profit Space. The project will provide 1,000 square feet of community space on the ground floor of the Fairfield parking structure.

7. Landscaping improvements. Additional landscaping and trees will be provided on the west side of Indiana Street between Mariposa Avenue and Holly Avenue. Enhanced landscaping and pedestrian seating will be provided in the existing landscaped areas in front of the Fairfield Inn and Suites and Aloft hotels that will be installed with the development of the PCC South Site. Six new street trees will be planted along the PCC South Site development street frontage. Enhanced landscaping will be provided with the development of the PCC North Site along the western block wall.

8. Enhanced on-site paving improvements. Enhanced on-site paving improvements will be provided at several vehicular entrances/exits to the three new development areas.

9. EV Charging. The project will include 200 EV capable spaces including 50 installed EV chargers across the PCC Specific Plan area.

10. Solar Panels. Solar panels will be installed in the PCC North and PCC South residential developments that will generate sufficient power for their respective common areas power needs.

11. Battery Storage. The project will comply with the battery storage system requirements consistent with the 2022 Building Energy Efficiency Standards (Title 24 Energy Code) for both PCC North and PCC South.

12. Fencing improvements. Chain link fencing at the Fairfield and Aloft Hotel sites will be removed and replaced with decorative fencing.

13. The increase in density, which is located along a major bus route corridor and approximately ½ mile from the existing Metro Green Line Light Rail Station at Mariposa Avenue and Nash Street, helps implement regional planning programs and plans such as the SCAG Regional Transportation Plan/Sustainable Communities Strategy and efforts towards improving mobility and livability.

14. The increase in density close to the existing Metro Green Line light rail station also implements General Plan Land Use Element Policy LU 4-4.6 promoting denser mixed-use development near the City's existing Metro Green Line stations.

B. The project is compatible with the uses authorized in, and the regulations prescribed for, the land use district in which the real property is located. The proposed project includes a new land use designation and zoning classification, which establishes the permitted uses and development standards that would apply to the project. These uses and development standards are similar and compatible with the other commercially zoned districts in the City.

C. The project conforms to public convenience, general welfare and good land use practice. The Pacific Coast Commons Specific Plan includes a range of multiple-family residential and commercial uses that will contribute to the City's housing stock including affordable units, contribute to job creation opportunities, balance growth with local resources and infrastructure capacity, and improve the jobs-housing balance within the City. The project will provide roadway improvements on Holly Avenue and on Mariposa Avenue including a new dedicated eastbound (to southbound) right turn lane on Mariposa Avenue.

D. The project will not be detrimental to the health, safety and general welfare. An EIR was completed to evaluate the project which reviewed issue areas such as Aesthetics, Air Quality, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, and Utilities and Service Systems. All feasible mitigation has been incorporated into the project to reduce or eliminate potential impacts and to maintain public health, safety and general welfare.

E. The project will not adversely affect the orderly development of property or the preservation of property values. This project is surrounded by previously developed multiple-family residential and commercially developed land and the proposed uses of the Pacific Coast Commons Specific Plan are consistent with surrounding development and will not adversely affect the value of neighboring properties. The proposed Pacific Coast Commons Specific Plan development standards and development agreement will ensure that the project will be developed in an orderly fashion. All mitigation measures will be implemented at the time and place impacts occur.

SECTION 9: Actions. The City Council takes the following actions:

A. ESMC § 15-3-2(A) is amended to add subsection 12 to read as follows:

"12. Pacific Coast Commons Specific Plan (PCCSP):

There are four (4) classes of use districts intended to be used within the boundaries of the Pacific Coast Commons Specific Plan. These districts are:

PCC Mixed-Use-1 (PCC MU-1)
PCC Commercial-1 (PCC COM-1)
PCC Commercial-2 (PCC COM-2)
PCC Commercial-3 (PCC COM-3)
PCC Mixed-Use-2 (PCC MU-2)"

B. The current Zoning Map is amended by changing the Project site from "Parking" and "General Commercial (C-3)" to "Pacific Coast Commons Specific Plan," including the zoning district designations within the Specific Plan. The corresponding changes to the Zoning Map are set forth in attached Exhibit "A," which is incorporated into this Ordinance by reference.

C. The "Pacific Coast Commons Specific Plan" is adopted as set forth in attached Exhibit "B," which is incorporated into this Ordinance by reference.

D. The Development Agreement by and between the City of El Segundo and BRE El Segundo Property Owner A LLC, BRE El Segundo Property Owner B LLC, AND BRE El Segundo Parking LLC, as set forth in attached Exhibit "C," and incorporated into this Ordinance by reference, is approved. The Mayor is authorized to execute the Development Agreement in a form approved by the City Attorney.

E. To the extent they are not otherwise adopted or approved by this Ordinance, the City Council approves Zone Change and Zoning Map Amendment No. ZC 19-1 and Zone Text Amendment No. ZTA 19-08.

SECTION 10: *Exhibits.* This Ordinance includes the following exhibits which are attached hereto and made a part hereof:

A. Zoning Map Changes
B. Pacific Coast Commons Specific Plan
C. Development Agreement

SECTION 11: *Reliance on Record.* Each and every one of the findings and determinations in this Ordinance are based on the competent and substantial evidence, both oral and written, contained in the entire record relating to the project. The findings and determinations constitute the independent findings and determinations of the City Council in all respects and are fully and completely supported by substantial evidence in the record as a whole.

SECTION 12: *Limitations.* The City Council's analysis and evaluation of the Project is based on the best information currently available. It is inevitable that in evaluating a project that absolute and perfect knowledge of all possible aspects of the project will not exist. One of the major limitations on analysis of the project is the City Council's knowledge of future events. In all instances, best efforts have been made to form accurate assumptions. Somewhat related to this are the limitations on the City's ability to solve what are in effect regional, state, and national problems and issues. The City must work within the political framework within which it exists and with the limitations inherent in that framework.

SECTION 13: *Summaries of Information.* All summaries of information in the findings which precede this section, are based on the substantial evidence in the record. The absence of any particular fact from any such summary is not an indication that a particular finding, is not based in part on that fact.

SECTION 14: *Construction*. This Ordinance must be broadly construed in order to achieve the purposes stated in this Ordinance. It is the City Council's intent that the provisions of this Ordinance be interpreted or implemented by the City and others in a manner that facilitates the purposes set forth in this Ordinance.

SECTION 15: *Enforceability*. Repeal of any provision of the ESMC does not affect any penalty, forfeiture, or liability incurred before, or preclude prosecution and imposition of penalties for any violation occurring before this Ordinance's effective date. Any such repealed part will remain in full force and effect for sustaining action or prosecuting violations occurring before the effective date of this Ordinance.

SECTION 16: *Validity Of Previous Code Sections.* If this entire Ordinance or its application is deemed invalid by a court of competent jurisdiction, any repeal or amendment of the ESMC or other city ordinance by this Ordinance will be rendered void and cause such previous ESMC provision or other the city ordinance to remain in full force and effect for all purposes.

SECTION 17: *Severability.* If any part of this Ordinance or its application is deemed invalid by a court of competent jurisdiction, the City Council intends that such invalidity will not affect the effectiveness of the remaining provisions or applications and, to this end, the provisions of this Ordinance are severable.

SECTION 18: *Certification and Recordation.* The City Clerk is directed to certify the passage and adoption of this Ordinance; cause it to be entered into the City of El Segundo's book of original ordinances; make a note of the passage and adoption in the records of this meeting; and, within fifteen (15) days after the passage and adoption of this Ordinance, cause a summary thereof to be published or posted in accordance with California law. Additionally, the City Clerk is directed to record the Development Agreement.

SECTION 19: *Effective Date.* This Ordinance shall take effect 30 days after its passage and adoption.

PASSED AND ADOPTED this ___ day of _____, 2022.

_____
Drew Boyles, Mayor

APPROVED AS TO FORM:

By: _____
Mark D. Hensley, City Attorney

ATTEST:

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF EL SEGUNDO)

I, Tracy Weaver, City Clerk of the City of El Segundo, California, do hereby certify that the whole number of members of the City Council of said City is five; that the foregoing Ordinance No. _____ was duly introduced by said City Council at a regular meeting held on the ___ day of _____ 2022, and was duly passed and adopted by said City Council, approved and signed by the Mayor, and attested to by the City Clerk, all at a regular meeting of said Council held on the ___ day of _____, 2022, and the same was so passed and adopted by the following vote:

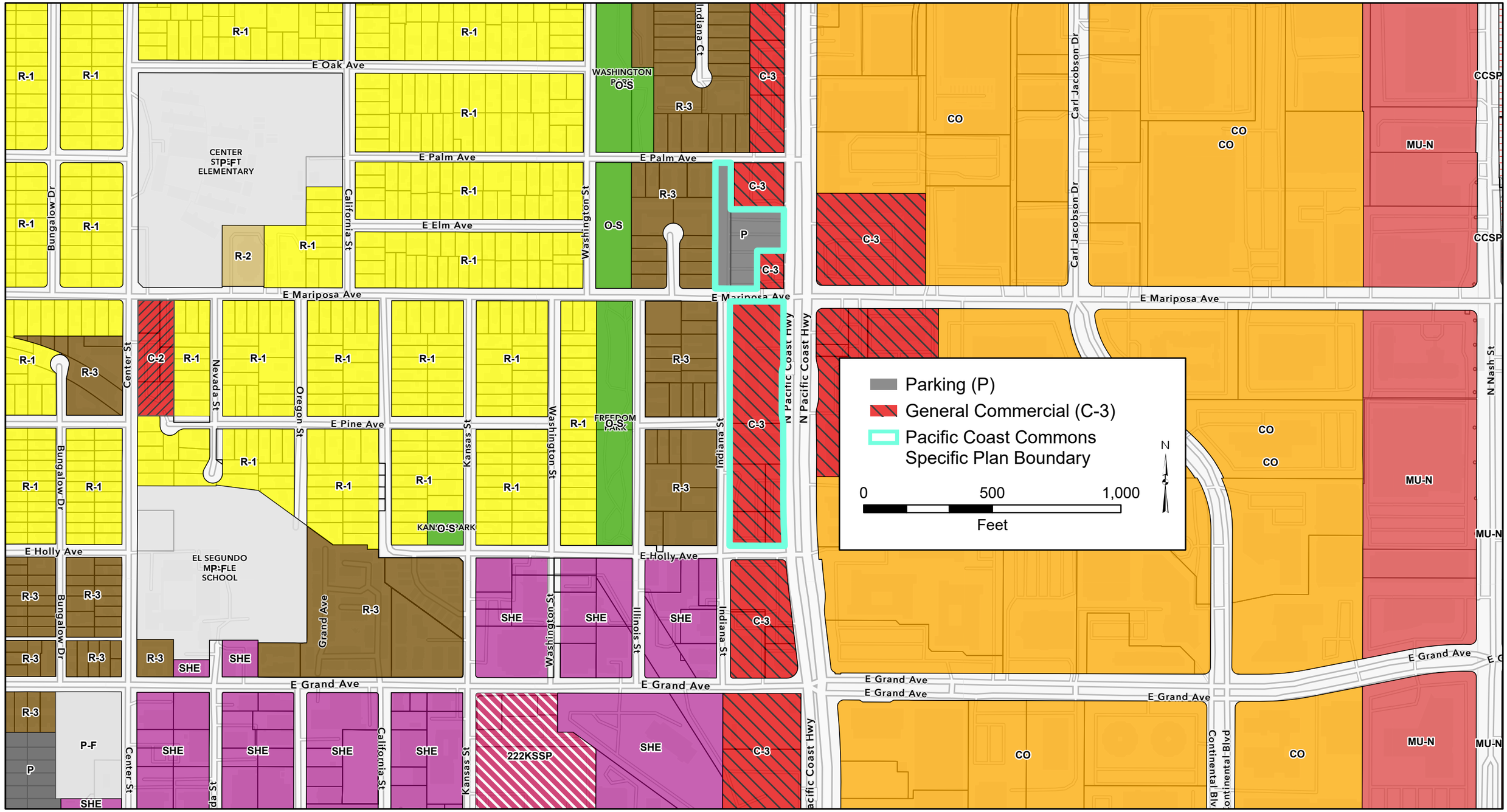
AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Tracy Weaver, City Clerk



City of El Segundo

Pacific Coast Commons Specific Plan
Existing Zoning

ORDINANCE NO. ____
EXHIBIT "A"

City of El Segundo

Pacific Coast Commons Specific Plan
Proposed Specific Plan and Zoning Districts

CITY OF EL SEGUNDO

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ORDINANCE NO. ____
EXHIBIT "B"

PACIFIC COAST COMMONS SPECIFIC PLAN

Specific Plan No. SP 19-01

August 2021

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I. INTRODUCTION

A. SPECIFIC PLAN AREA

Pacific Coast Commons Specific Plan (PCCSP) area is located in the City of El Segundo, County of Los Angeles, California. El Segundo is situated approximately 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 east of the City of Los Angeles and the Pacific Ocean (refer to Exhibit 1, *Regional Vicinity Map*).

More specifically, the roughly 6.385 gross acre area within the Specific Plan (6.23 net acres post street dedications) is located in the northwest quadrant of the City of El Segundo, approximately three quarters of a mile south of the Los Angeles International Airport (LAX) and the Glen Anderson Century Freeway (I-105), approximately two and one quarter miles west of the San Diego Freeway (SR-405), and approximately two and a half miles southwest of the juncture of these two freeways.

The site encompasses a "superblock" bounded by Pacific Coast Highway, Mariposa Avenue, Holly Avenue and Indiana Street containing the Aloft and Fairfield Inn and Suites hotels. The site also includes a parking lot on a portion of the block to the north of the hotel "superblock" that has frontage on Pacific Coast Highway, Mariposa Avenue to the south and Palm Avenue to the north (refer to Exhibit 2, *Local Vicinity Map*, and Exhibit 3, *Local Vicinity Aerial View*).

The adjacent land uses and zoning include the following (refer to Exhibit 4, Existing Development):

North: The adjacent land uses to the north include: a fast food restaurant and a vacant restaurant and parking lot in the General Commercial (C-3) Zone; and multi-family residential uses in the Multi-Family Residential (R-3) Zone. A gas station is located on the northwest corner of Mariposa Avenue and Pacific Coast Highway in the General Commercial (C-3) Zone, which is north of the superblock that contains the two existing hotels and southeast of the parking lot for the Fairfield Inn and Suites Hotel located along Pacific Coast Highway between Mariposa and Palm Avenues. A fast-food restaurant, Carl's Jr., is located northeast of the same parking lot. Carl's Jr. is located at the southwest corner of Pacific Coast Highway and Palm Avenue.

East: The adjacent land uses to the east across Pacific Coast Highway include: a property with restaurants and office uses in the Corporate Office (CO) Zone; a Ralphs market and two commercial shopping centers with retail and restaurant uses in the General Commercial (C-3) Zone, and a 6-story office building in the Corporate Office (CO) Zone.

South: The adjacent land uses to the south of Holly Avenue include a small commercial shopping center with a drug store, bank, two restaurants and a retail store in the General Commercial (C-3) Zone.

West: The adjacent land uses to the west include multi-family residential uses in the Multi-Family Residential (R-3) Zone.

B. BACKGROUND

In 1957 a 386-room hotel known as the Thunderbird International Hotel was built on the property that is contained within the Specific Plan area. A restaurant, coffee shop, banquet rooms and lounge were added in 1958. The coffee shop was later renovated and re-opened in August 1962 as the Huki Lau restaurant with Polynesian décor and cuisine. The hotel was sold in the 1960's and renamed the Hacienda International Hotel which was later shortened to the Hacienda Hotel. The restaurant was renamed the Tiki Hut at that time as well.

The hotel was further expanded over the years and enlarged to include a maximum of 640 rooms at its peak with a reputation as the 10th largest hotel in the County of Los Angeles. In 1987, the hotel was granted a new Conditional Use Permit (EA-132; CUP 87-01) to allow for further renovations and the construction of a 60-foot tall sign tower with a 150 square-foot sign. Parking for the Hacienda Hotel was provided in multiple locations that included a parking lot located on the same block to the south of the Hacienda Hotel, a parking lot across the street on the block to the north of the hotel at 629 North Pacific Coast Highway, and some parking spaces interspersed around the hotel buildings.

On October 9, 2014 the Planning Commission approved two new conditional use permits (EA-1061; CUP 14-01 and CUP 14-02) to allow the existing Hacienda Hotel with 619 guest rooms to be split into two hotels, renovated and modernized. The North Hotel (located at 525 and 545 North Pacific Coast Highway) was renamed the Fairfield Inn and Suites and the South Hotel was renamed the Aloft Hotel (located at 475 North Pacific Coast Highway). The Aloft Hotel was reduced from 263 to 246 guest rooms and included a 6,640 square-foot addition to the existing 9-story hotel that provided a front desk area, lounge, self-serve food area, bar, multi-purpose room and exercise room. The Aloft Hotel includes an outdoor pool and an outdoor dining patio. The Aloft Hotel is 106,747 gross square feet in size. The Fairfield Inn and Suites was reduced from 356 to 350 guest rooms. The Fairfield Inn and Suites includes 3 buildings: a 9-story tower containing guest rooms, a 4-story building (with a central courtyard and pool area) that contains a lobby area, restaurant, bar, meeting rooms, a fitness room, and guest rooms, and a 2-story "food and beverage" building that contains banquet rooms, a restaurant/bar, and storage uses. The total square footage of the existing Fairfield Inn and Suites Hotel (3 buildings) is 217,311 gross square feet in size. Parking for the Aloft Hotel is provided in the existing parking lot to the south of the hotel (167 parking spaces). Additionally, 23 spaces are currently provided off-site pursuant to an off-site parking covenant in the existing parking lot at 629 North Pacific Coast Highway. Parking for the Fairfield Inn and Suites Hotel is provided primarily off-site with 213 parking spaces provided pursuant to an off-site parking covenant in the existing parking lot at 629 North Pacific Coast Highway and 33 parking spaces provided on-site.

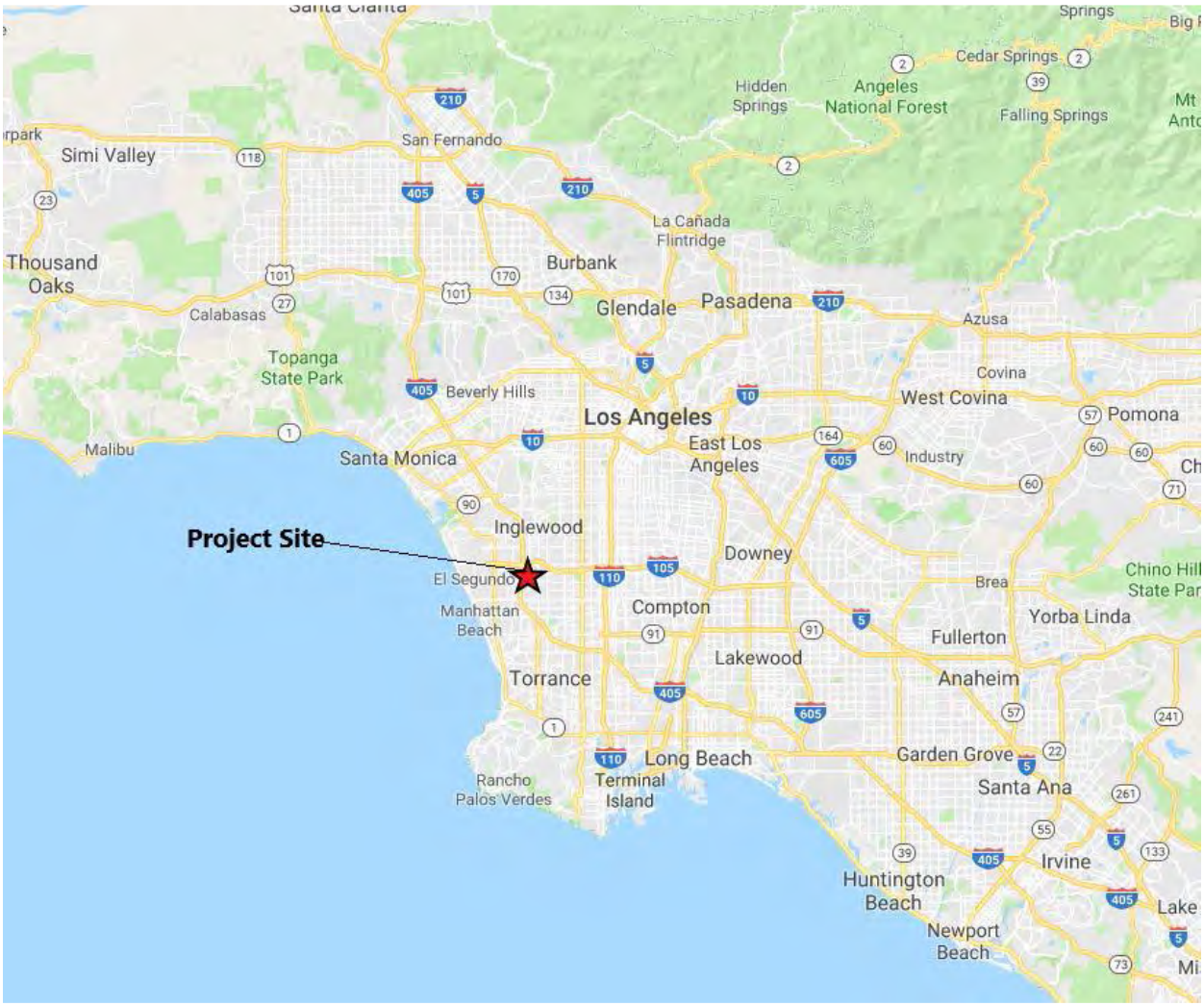

EXHIBIT 1
REGIONAL LOCATION MAP

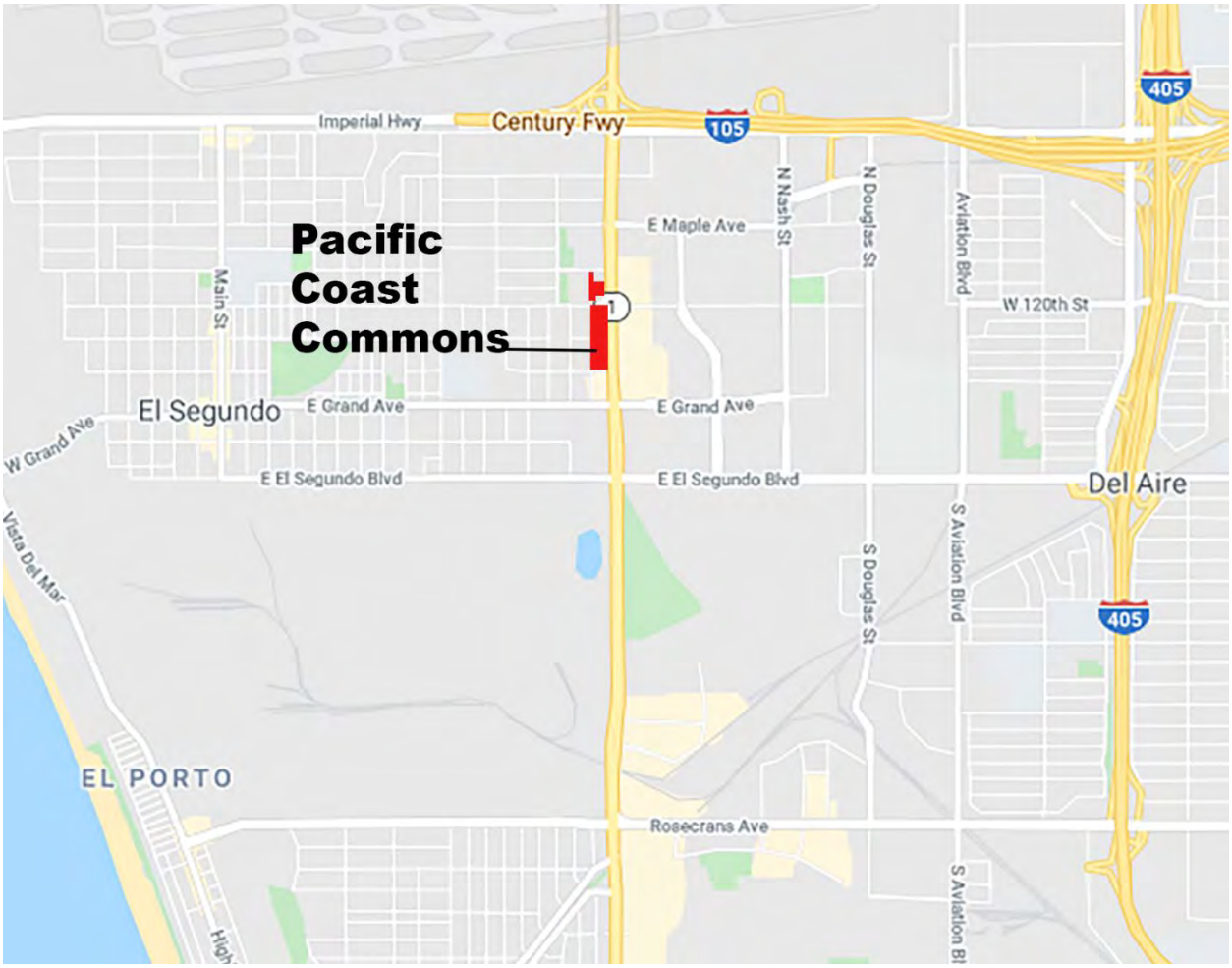

EXHIBIT 2
LOCAL VICINITY MAP

EXHIBIT 3
LOCAL VICINITY AERIAL VIEW

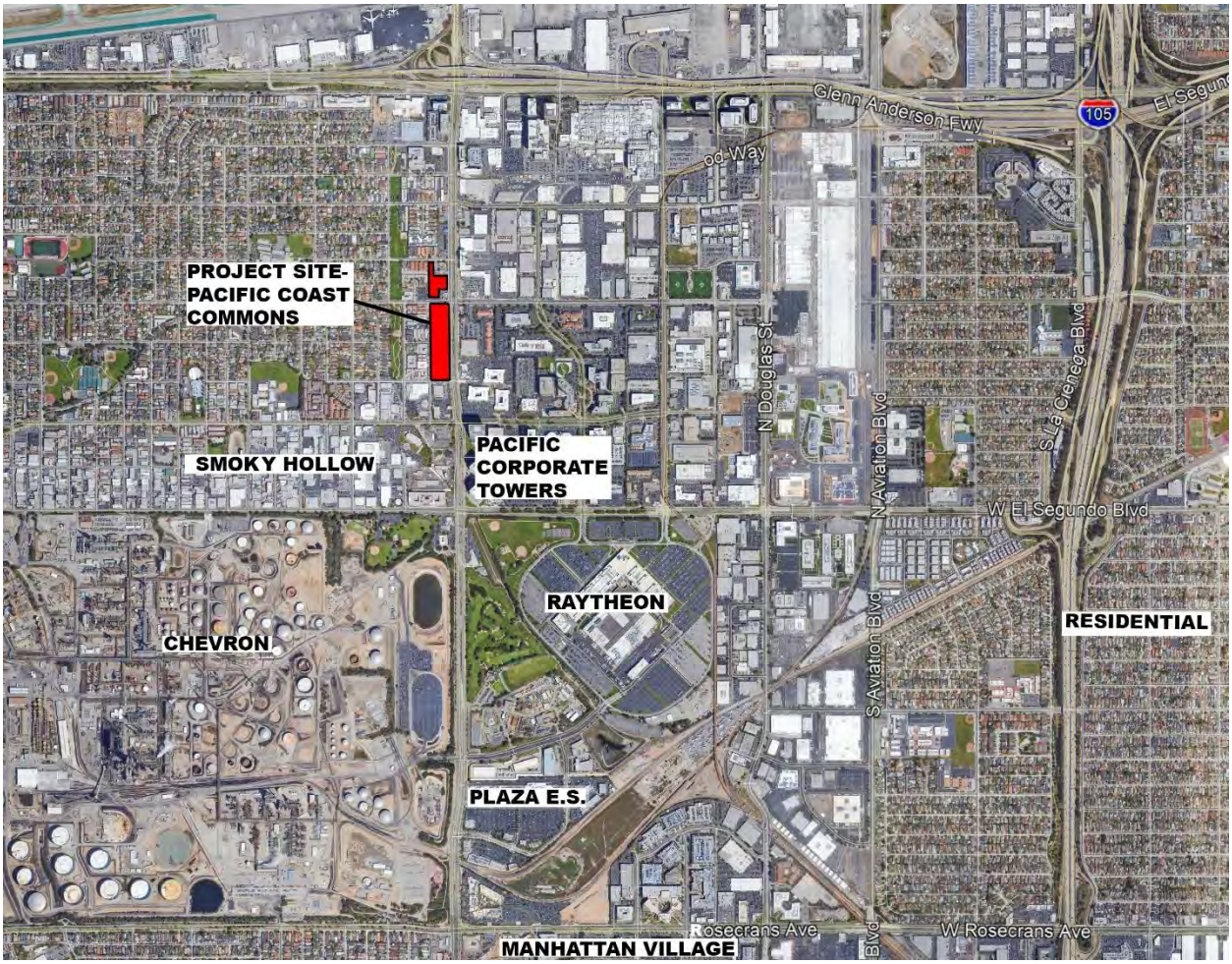

EXHIBIT 4
EXISTING DEVELOPMENT

The Aloft Hotel is 98,741 net square feet in size with an existing 0.992 FAR based upon its current lot size and configuration where a maximum of 1.0 FAR is allowed. The 3 buildings that comprise the Fairfield Inn and Suites Hotel total 190,026 net square feet in size with an existing 1.94 FAR where 1.0 FAR is allowed (existing legal, non-conforming condition). Both properties are non-conforming in regard to many development standards as they were built prior to the current development standards of the General Commercial (C-3) Zone.

The existing uses consist of:

Table I-1
Existing Uses

Building	Use	Net Square Footage	Gross Square Footage
Aloft Hotel	246 guest rooms, lobby/check-in area, lounge/bar, retail (food self-serve), multi-purpose meeting room/hospitality suite, fitness room, outdoor pool	98,741	106,747
Fairfield Inn and Suites Hotel	350 guest rooms, lobby/check in area, restaurant/bar, meeting room/event space (banquet rooms), office, storage , outdoor pool and patio area	190,028	217,311
Total		**288,767 square feet**	**324,058 square feet**

Under the existing General Commercial (C3) development standards no additional development could occur as the existing hotels utilize the maximum FAR allowed. Further, the parking lot to the north is currently zoned Automobile Parking (P) which only allows surface parking lots and parking structures. Commercial development is not permitted in the Automobile Parking (P) Zone. Therefore, a Specific Plan is needed in order to allow the proposed mixed-use residential/commercial development to be added to the site along with the two existing hotels that will remain.

BRE El Segundo Property Owner A LLC, BRE El Segundo Property Owner B LLC, and BRE EL Segundo Parking LLC (collectively, "BRE El Segundo") filed for this Specific Plan along with other applications. The other applications include an Environmental Assessment, a General Plan and General Plan Map Amendment, Zone Change, Zoning Map Amendment, Zone Text Amendment, a Development Agreement, a Subdivision of Land (Vesting Tentative Map), Site Plan Review, a Parking Demand Study and Shared Parking Analysis, street dedication waivers for a portion of the dedication requirements for Mariposa Avenue and Indiana Street, reciprocal access agreements, an amendment to Resolution Nos. 2759 and 2760 to rescind the previous approvals of SUB No. 1405, Lot Tie Covenant No. 14-03, Off-site Parking Covenant Nos. MISC 14-03 and 14-06, leaving in place CUP Nos. 14-01 for the Fairfield Inn and Suites Hotel and CUP No. 14-02 for the Aloft Hotel, along with alcohol service at both hotels with modifications to the conditions

of approval accordingly, and new off-site parking covenants to replace the previously approved Parking Covenant Nos. MISC 14-03 and 14-06. The intent of the Specific Plan is to allow the development of the Specific Plan area with the combination of new and existing development with allowed residential and commercial uses with an average floor area ratio (FAR) of 2.15:1, a minimum floor area ratio (FAR) of 0.16:1 in any one land use district and a maximum floor area ratio (FAR) of 2.70:1 in any one land use district. The majority of the new development will target adding new housing stock to the community to meet existing and future housing needs through the development of existing surface parking lots and demolition of 41,660 gross square feet of a portion of the Fairfield Inn and Suites hotel ("Food and Beverage" Building") located at the southwest corner of Mariposa Avenue and Pacific Coast Highway. The adoption of this Specific Plan will allow expansion of the uses permitted on the site with development standards tailored to the unique mix of hotel, residential and commercial (retail and office) uses on the site.

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 7,410 dwelling units. From 2000 to 2010, El Segundo's population increased by 4%. The California Department of Finance reported a population of 17,066 persons in May 2019. The 2019 Profile of the City of El Segundo prepared by the Southern California Association of Governments ("SCAG") indicates that as of 2017 there were 48,515 jobs in the City of El Segundo.

D. ECONOMIC CONTEXT

At its peak before the economic recession in 2008, El Segundo had a daytime population of approximately 85,000 persons compared to its resident population of approximately 17,000 persons. There was a net loss of jobs in the City between 2007 and 2012 with the number of jobs beginning to increase again in 2013. According to SCAG's 2015 profile the total number of jobs dropped from 56,559 persons in 2007 to 38,447 jobs in 2012. In addition to the fiscal benefits including increased sales tax, utility tax and property tax that will be provided as a result of the added residential and commercial uses, the potential for approximately 56 additional jobs that will be created by this Specific Plan will improve the overall economic health of the City. The additional jobs will be the result of the new commercial uses as no changes in employment are anticipated at the two existing hotels with the adoption of this Specific Plan. The additional jobs and increased tax base will contribute to the City's ability to provide high quality municipal services to the benefit of the City's resident and business community. The addition of 263 housing units will have a positive effect on the jobs/housing balance by increasing the number of housing units in the City to support El Segundo's jobs rich environment.

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 Pacific Coast Commons 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 § 65451, 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 Pacific Coast Commons 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. The Specific Plan is the sole regulatory document for development standards and design standards except where explicit references are made to the El Segundo Municipal Code or where terms used in this Specific Plan are defined in the El Segundo Municipal Code Section 15-1-6 and are not defined herein.

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 Pacific Coast Commons Specific Plan will: 1) 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; 2) provide opportunities for new high-quality multiple-family housing (apartments and townhomes) that will increase housing supply to meet the needs of El Segundo residents and employees in El Segundo's expanding business community; 3) improve the jobs/housing balance by increasing housing supply; 4) add affordable housing to the City; 5) provide benefits to air quality through the reduction of greenhouse gas emissions by providing new housing in close proximity to jobs and public transit; 6) enhance sustainability through the design of the development; and 7) maintain the quality of life that has characterized El Segundo for more than one hundred years.

Permitted uses within the Specific Plan area will create both housing and job opportunities for the residential and business community. The new commercial uses (restaurant, retail and office) allowed by the Specific Plan will create a synergy with the existing hotels, the new multi-family residential uses, and other existing commercial and industrial uses in the surrounding area. The commercial uses will provide needed amenities for the residents of the multi-family residential uses and the multi-family residential uses will support the growth of the surrounding commercial businesses. The design of the project will provide a high-quality pedestrian environment that will be compatible with the surrounding uses and create a sense of place for the surrounding neighborhood. 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, 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 Pacific Coast Commons 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 Specific Plan area.

Proposed development plans, tentative 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.

Concurrent with the adoption of the Pacific Coast Commons Specific Plan the City also processed a General Plan Amendment that changes the Land Use Designation from General Commercial for the block bounded by Pacific Coast Highway, Mariposa Avenue, Indiana Street, and Holly Avenue to the Pacific Coast Commons Specific Plan and from Parking for the remaining parcels to the Pacific Coast Commons Specific Plan with an accompanying Land Use map change. The Specific Plan is therefore 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.

Objective ED1-1 *To build support and cooperation among the City of El Segundo and its business and residential communities for the mutual benefits derived from the maintenance and expansion of El Segundo's economic base.*

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

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.

LAND USE ELEMENT

Policy LU1-5.8: Innovative land development and design techniques as well as new materials and construction methods should be encouraged.

Goal LU3: Promote the health, safety, and well-being of the people of El Segundo by adopting standards for the proper balance, relationship, and distribution of the residential land uses.

Objective LU3-1: *Preserve, protect, and extend, if possible, existing Single-Family Residential uses.*

Policy LU3-2.1: Promote construction of high quality Multi-Family Residential development with ample open space, leisure and recreational facilities.

Policy LU3-2.2: Multi-family development will be located only in appropriate places and evaluated carefully to insure that these developments are not detrimental to the existing single-family character.

Objective LU3-3.1: *Adopt and enforce recreational area requirements for large multiple unit developments.*

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 LU4-1.1: Require landscaping, its maintenance, and permanent upkeep on all new commercial developments.

Policy LU4-1.2: All commercial facilities shall be built and maintained in accordance with Health and Safety Code requirements and shall meet seismic safety regulations and environmental regulations.

Policy LU4-1.4 New commercial developments shall meet seismic safety standards and regulations, as well as comply with all noise, air quality, water and environmental regulations.

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

Goal LU7: Provide the highest quality public facilities, services, and public infrastructure possible to the community.

Policy LU7-1.2: No new development shall be allowed unless adequate public facilities are in place or provided for.

Policy LU7-2.3: All new development shall place utilities underground.

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.

Objective C1-1: Provide a roadway system that accommodates the City's existing and project land use and circulation needs.

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.

Policy 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 shall be provided by or paid for by the project developer.

Objective C1-3: *Ensure that the City's Master Plan Truck Route System efficiently serves the shipping needs of the commercial and industrial land uses in El Segundo while balancing potential conflicts with residential and recreation land uses throughout the City.*

Policy C1-3.2: Ensure that the development review process incorporates consideration of off-street commercial loading requirements for all new projects.

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 C2-1.6: Encourage shopping areas to design their facilities for ease of pedestrian access.

Policy C2-1.7: Closely monitor design practices to ensure a clear pedestrian walking area by minimizing obstructions, especially in the vicinity of intersections.

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 changing facilities at or close to the bicyclist's work destination.

Policy 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.

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

Policy C3-2.1: Ensure the provision of sufficient on-site parking in all new development.

HOUSING ELEMENT

Goal 3: Provide opportunities for new housing construction in a variety of locations and a variety of densities in accordance with the land use designations and policies in the Land Use Element.

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.

CONSERVATION ELEMENT

Policy CN2-5: Require new construction and development to install water-conserving fixtures and appliances to reduce the amount of new demand.

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 CN2-8: Encourage the retrofitting of existing landscapes 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.

AIR QUALITY ELEMENT

Goal AQ3: Vehicle work trip reduction for private employees.

Objective AQ-3-1: Increase the proportion of work trips made by transit.

Goal AQ12: Reduction in Residential, Commercial, and Industrial Energy Consumption.

Objective AQ-12-1: Enact the recommendations of the AQMP Energy Working Group for commercial and residential buildings and adopt ordinances to mitigate air quality impacts from water and pool heating systems.

Policy AQ-12-1.2: It is the policy of the City of El Segundo that the City encourage the incorporation of energy conservation features in the design of new projects and the installation of conservation devices in existing developments.

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.

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.

Policy N1-2.1: Require all new projects to meet the City's Noise Ordinance Standards as a condition of building permit approval.

Program N1-2.1A: Address noise impacts in all environmental documents for discretionary approval projects, to insure that noise sources meet City Noise Ordinance standards. These sources may include mechanical or electrical equipment, truck loading areas, or outdoor speaker systems.

PUBLIC SAFETY ELEMENT

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

Objective PS1-1: It is the objective of the City of El Segundo to reduce exposure to potentially hazardous geological conditions through land use planning and project review.

Policy PS1-1.1: Continue to review proposals for new development and for the expansion of existing development in areas of potential geological hazards.

Program PS1-1.1A: The City shall review projects to ensure that slope design considers the potential effects of high rainfall, private sewage systems, landscaping irrigation, and possible runoff from adjacent future development.

Policy PS1-1.2: Enforce, monitor and improve development standards which place the responsibility on the developer, with advice from qualified engineers and geologists, to develop and implement adequate mitigation measures as conditions for project approval.

Program PS1-1.2A: The City shall review projects to ensure that adequate geotechnical investigation has been completed in areas susceptible to land sliding and debris flows and in areas where collapsible or expansive soils occur, and to approve only those which mitigate these hazards to the satisfaction of the City Engineer.

Policy PS2-1.2: The City shall assist in the prevention of structural damage in areas with a high potential for liquefaction, landslides, and mudslides by requiring geotechnical studies for new development to mitigate potential impacts.

Goal PS6: A fire safe community.

Objective PS6-1: It is the objective of the City of El Segundo that the City minimize threats to public safety and protect property from

wildland and urban fires.

Policy PS6-1.1: Review projects and development proposals, and upgrade fire prevention standards and mitigation measures in areas of high urban fire hazard.

Policy PS6-1.2: Continue efforts to reduce fire hazards associated with older buildings, high-rise buildings, and fire-prone industrial facilities, and maintain adequate fire protection in all areas of the City. Review projects and development proposals, and upgrade fire prevention standards and mitigation measures in areas of high urban fire hazard.

Program PS6-1.2C: The City shall continue to require that all property be maintained in compliance with the fire code.

Goal PS7: Protect public health, safety, and welfare, and minimize loss of life, injury, property damage, and disruption of vital services, resulting from earthquakes, hazardous material incidents, and other natural and man-made disasters.

D. ENTITLEMENTS

The following entitlements are required in conjunction with this Specific Plan (SP No. 19-01):

- Environmental Assessment No. EA-1248 for the proposed mixed-use development that will add 263 housing units, approximately 11,250 square feet of commercial uses (comprised of retail, restaurant and hotel support based office uses), and 1,727 square feet of commercial floor area that cannot be occupied by commercial businesses[1], and three parking structures to provide parking for the uses in the Specific Plan area.

- General Plan Amendment No. GPA 19-01 to change the land use designation from "General Commercial" and "Parking" to "Pacific Coast Commons Specific Plan (PCCSP)" with an accompanying Land Use map change.

- Zone Text Amendment No. ZTA 19-08 to add a new ESMC §15-3-2(A)(12) "Pacific Coast Commons Specific Plan (PCCSP)."

- Zone Change No. ZC 19-01 to rezone the property from "General Commercial (C-3)" and "Parking (P)" to "Pacific Coast Commons Specific Plan (PCCSP)" and an accompanying Zoning map change.

[1] This commercial floor area is located in the Fairfield Parking Site and is comprised of lobby area and access to the multiple levels of the parking structure and any central circulation areas such as hallway access from the rear of commercial businesses to the lobby and parking structure that is not usable floor area located within those commercial businesses. This square footage is labeled as lobby area in Table III-II in this Plan.

- Development Agreement No. DA 19-02 between the City of El Segundo and BRE El Segundo Property Owner A LLC, BRE El Segundo Property Owner B LLC, and BRE El Segundo Parking LLC.

- Vesting Tentative Tract Map No. (VTTM 82806) SUB 19-03 – for merger, subdivision and residential/commercial condominium purposes reconfiguring 3 parcels (comprised of 12 existing lots) on the block bounded by Pacific Coast Highway, Mariposa Avenue, Indiana Street and Holly Avenue and 3 parcels (comprised of portions of 4 existing lots) on the block north of Mariposa Avenue and south of Palm Avenue in the Specific Plan Area into 6 new individual lots. Additionally, the Vesting Tentative Tract Map No. 82806 will allow: a) 1 residential ground and airspace parcel for 120 apartments and a maximum of 10 airspace parcels for commercial condominiums on Lot 1; b) a ground and airspace parcel for the parking structure and up to a maximum of 10 airspace parcels for commercial condominiums on Lot 4; and c) 1 residential ground and airspace parcel for 137 apartments and up to a maximum of 20 airspace parcels for commercial condominiums on Lot 5; and d) 6 residential condominiums (townhomes) on Lot 6.

- Site Plan Review No. SPR 19-01 to allow the site plan and architectural design to construct the mixed-use commercial and residential development for the 263 residential units, 11,252 square feet of new commercial development, 1,727 square feet of commercial floor area that cannot be occupied by commercial businesses[2], and 3 parking structures.

- Modification of Resolution Nos. 2759 and 2760 to rescind the previous approvals SUB No. 14-05, Lot-Tie Covenant No. 14-03, Off-site Parking Covenant Nos. MISC 14-03 and 14-06, leaving in place CUP No. 14-01 for the Fairfield Inn and Suites Hotel and CUP No. 14-02 for the Aloft Hotel, along with alcohol service at both hotels with modifications to the conditions of approval accordingly.

- Parking Demand Study and Shared Parking Analysis to establish the parking requirements for the proposed commercial and residential development combined with the existing hotel development.

- Shared Parking Agreement in conjunction with the Parking Demand Study and Shared Parking Analysis, to replace the previous approval of Off-Site Parking Covenant Nos. MISC 14-03 and MISC 14-06.

- Reciprocal Access Agreements for driveways and drive aisles accessing multiple parcels.

[2] This commercial floor area is located in the Fairfield Parking Site and is comprised of lobby area and access to the multiple levels of the parking structure and any central circulation areas such as hallway access from the rear of commercial businesses to the lobby and parking structure that is not usable floor area located within those commercial businesses. This square footage is labeled as lobby area in Table III-II in this Plan.

- Street dedication waiver requests for a portion of the dedication requirements for the south side of Mariposa Avenue and for a portion of the dedication requirements for the east side of Indiana Street.

Findings justifying the General Plan Amendment and Zone Change include:

1. The primary objective of the Specific Plan is to provide for superior, more comprehensive site planning of the Specific Plan area and zoning standards that address the needs of the unique master planned site that will maintain the existing hotel uses and construct new mixed-use multiple-family residential and commercial neighborhood serving uses in three phases.

2. Uses permitted within the Specific Plan area are consistent with the proposed zoning and are compatible with adjacent uses.

3. The Specific Plan will provide for additional housing opportunities in a variety of housing sizes, types and densities in support of the goals of the Housing Element of the General Plan.

E. EXISTING LAND USES

The City of El Segundo has distinctive land use patterns, which are divided into four quadrants by the intersection of Pacific Coast Highway and El Segundo Boulevard. Compatibility of an individual land use is determined mainly by its relationship to other uses within its quadrant. The Pacific Coast Commons Specific Plan area is located in the northwestern quadrant of the City of El Segundo, which is west of Pacific Coast Highway and north of El Segundo Boulevard. The design and implementation of this Specific Plan relate directly to its position within this larger context.

The Pacific Coast Commons Specific Plan is located in the northwest quadrant of the City. The northwest quadrant of the City has the most varied mix of uses within the City. All of the City's residential units, the Downtown area, the Civic Center, the commercial uses and hotel uses along the west side of the Pacific Coast Highway corridor and the industrial area of Smoky Hollow, are located in this quadrant.

The northeast quadrant of the City lies east across Pacific Coast Highway and north of El Segundo Boulevard. It consists primarily of corporate office and urban mixed uses which allow for office and commercial uses. The southwest quadrant of the City lies south of El Segundo Boulevard and west of Pacific Coast Highway. It consists primarily of an oil refinery/heavy industrial use. The southeast quadrant of the City lies south of El Segundo Boulevard and east of Pacific Coast Highway. It consists primarily of the light industrial land use category which allows a mixture of industrial and office uses. This quadrant also contains a commercial region which is home to the retail developments of Plaza El Segundo and the Point, which are both lifestyle commercial retail shopping centers that total approximately 500,000 square feet and the Lakes Municipal Golf Course. A Multimedia Overlay Zone overlies both the southeast and northeast quadrants of the City.

Before the adoption of the Pacific Coast Commons Specific Plan (PCCSP) the property was designated as General Commercial and Parking in the General Plan Land Use Element with General Commercial (C-3) and Parking (P) zoning.

Adjacent land uses include the following:

North: The adjacent land uses to the north include: a fast food restaurant, a vacant restaurant and parking lot, and multi-family residential uses. A gas station is located on the northwest corner of Mariposa Avenue and Pacific Coast Highway which is north of the superblock that contains the two existing hotels and south east of the parking lot for the Fairfield Inn and Suites Hotel located along Pacific Coast Highway between Mariposa and Palm Avenues. A fast-food restaurant, Carl's Jr., is located northeast of the same parking lot. Carl's Jr. is located at the southwest corner of Pacific Coast Highway and Palm Avenue.

East: The adjacent land uses to the east across Pacific Coast Highway include: a property with restaurants and office uses, a Ralphs market, two commercial shopping centers with retail and restaurant uses, and a 6- story office building.

South: The adjacent land uses to the south of Holly Avenue include a small commercial shopping center with a drug store, bank, two restaurants and retail store.

West: The adjacent land uses to the west include multi-family residential uses.

III. LAND USE PLAN

The Pacific Coast Commons Specific Plan encompasses 6.38 gross acres of existing developable area that includes the "superblock" bounded by Pacific Coast Highway, Mariposa Avenue, Holly Avenue and Indiana Street and a portion of the block to the north of the "superblock" that has frontage on Pacific Coast Highway, Mariposa Avenue to the south, and Palm Avenue to the north, see Exhibit 5, *Land Use Plan,* and Exhibit 6, *Conceptual Site Plan*. The Pacific Coast Commons Specific Plan ("PCCSP") has 5 land use districts within the plan boundary which is discussed in detail below.

Table III-I provides a Land Use Summary with the square footage of the new development and the existing development. Table III-II provides greater detail of the project development scenario with the uses on each Parcel (per the Vesting Tentative Map), the acreage of the parcel, the building area (gross and net), and the FAR.

The existing Aloft Hotel will remain. Two of the three buildings that comprise the existing Fairfield Inn & Suites Hotel will remain. The 41,660 square-foot, 2-story building at the southwest corner of Pacific Coast Highway and Mariposa Avenue commonly called the "Food and Beverage" building (primarily comprised of conference/meeting rooms and restaurant space) will be demolished and replaced with a parking structure that contains parking primarily for the Fairfield Inn and Suites Hotel and 3,273 gross square feet of new commercial uses at the front of the structure. Access to the parking structure occurs primarily from an existing driveway on Pacific Coast Highway.

The existing parking lot located at the south end of the PCCSP bounded by Holly Street to the south, Indiana Street to the west, Pacific Coast Highway to the east and the Aloft Hotel to the north will be replaced with new development. The new development will be a residential/commercial mixed-use project with a parking structure integrated into the building design. The new building will include 120 residential units (apartments) and 5,756 gross square feet of commercial uses. The parking structure will have access from existing driveways on Pacific Coast Highway and Indiana Street.

The existing northern parking lot that is on the block north of the Fairfield Inn and Suites Hotel with frontage on Pacific Coast Highway, bounded by Mariposa Avenue to the south and Palm Avenue to the north will be replaced with new development. The new residential/commercial mixed-use project will include 137 residential units (apartments) and 2,223 gross square feet of new commercial development. It will have a parking structure integrated into the building design with access to the structure from existing driveways on both Mariposa and Palm Avenues. The north parking lot site will also include 6 townhomes which are located directly west of the Carl's Jr. restaurant and south of Palm Avenue.

A. DEVELOPMENT CONCEPT

The Specific Plan establishes the general type, parameters and character of the development in order to develop an integrated Project area that is also compatible with and complements the surrounding area. The proximity of the Specific Plan Area to other residential and commercial

uses, freeways, major arterials, and the Metro Rail makes it an appropriate and attractive location for a residential/commercial mixed-use development that provides both housing and facilitates economic development in El Segundo.

The Pacific Coast Commons Specific Plan development concept provides a transition from the multi-family neighborhoods to the west and the large-scale commercial uses to the east of Pacific Coast Highway. The Pacific Coast Commons Specific Plan provides for both the maintenance of both the existing Aloft hotel and the Fairfield Inn and Suites hotel within the Specific Plan boundaries with the addition of new mixed-use residential/commercial development to complement the hotel uses and to provide compatible uses to the surrounding neighborhood. The development will include 3 parking structures incorporated into the development to provide both replacement parking for the hotels from the loss of surface parking as well as provide parking for new uses.

On an overall basis, the maximum development potential within the 6.23-acre (post dedications) Specific Plan is based upon an average floor area ratio (FAR) of 2.15. A 2.15 FAR results in a maximum development intensity of 622,398 gross square feet. The 622,398 gross square feet includes 282,398 gross square feet of existing development that will remain and 340,000 gross square feet of new square footage of residential and commercial uses combined. The floor area ratio varies in each of the 5 land use districts that range from a minimum of 0.16 to a maximum of 2.70 based upon how the uses are configured combined with the nonconforming conditions for the two existing hotels (see Table III-III).

Residential uses are proposed in 2 of the 5 land use districts, namely the PCC Mixed-Use 1 (PCC MU-1) district at the southern end of the Specific Plan area and the PCC Mixed-Use 2 (PCC MU-2) district at the northern end of the Specific Plan area. There are 120 dwelling units (apartments) in the PCC MU-1 land use district and 143 dwelling units in the PCC MU-2 land use district comprised of 137 apartments and 6 townhomes. The density in the PCC MU-1 land use district is approximately 97 dwelling units to the acre (96.67 dwelling units to the acre based upon 54,072 square feet of land area) and the density in the PCC MU-2 land use district is approximately 80 units to the acre (79.17 dwelling units to the acre based upon 78,686 square feet of land area). The average density of the two land use districts combined is 86.31 units to the acre and the average density within the entire Specific Plan area is 42.22 units to the acre. If the land area of either PCC Mixed-Use 1 or PCC Mixed-Use 2 is reduced, the number of dwelling units to the acre would increase accordingly.

The Pacific Coast Commons Specific Plan allows affordable housing and provides reduced requirements for parking in the Development Standards Chapter of this Specific Plan. The 263 residential units permitted in this Specific Plan including affordable housing units will contribute significantly to the City's housing allocation requirements specified in the Regional Housing Needs Assessment (RHNA) established by State law.

B. LAND USE PLAN

The Pacific Coast Commons Specific Plan is based upon the following land uses (refer to Exhibit 5, *Land Use Plan*):

1. PCC Mixed-Use 1 (PCC MU-1)

The PCC Mixed-Use 1 (PCC MU-1) land use designation is located on the southernmost parcel with frontage on Pacific Coast Highway, Holly Avenue and Indiana Street, totaling 1.242 net acres (the developable portion of the proposed parcel after dedication of right-of-way). It is both a corner parcel and a through lot. The PCC MU-1 area allows for multiple-family residential uses (apartments) and several commercial uses. The specific residential and commercial uses are limited in this land use category as specified in the Specific Plan's development regulations. The parcel that contains the PCC Mixed-Use 1 (PCC MU-1) land use district currently contains the parking lot for the Aloft hotel that is located on the adjacent parcel, as shown in the conceptual site plan in Exhibit 6, *Conceptual Site Plan*.

2. PCC Commercial-1 (PCC COM-1)

The Commercial-1 (COM-1) land use designation is located on the parcel to the north of the PCC Mixed-Use 1 (PCC MU-1) land use designation with frontage on both Pacific Coast Highway and Indiana Street (it is a through lot). The PCC Commercial-1 (PCC COM-1) land use category totals 0.905 net acres (the developable portion of the proposed parcel after dedication of right-of-way). The PCC Commercial-1 (PCC COM-1) area allows hotels and several other commercial uses that are either accessory to hotel uses or complementary uses. The specific commercial uses in this land use category are specified in the Specific Plan's development regulations. The parcel currently contains the existing Aloft Hotel which will remain, as shown in the conceptual site plan in Exhibit 6, *Conceptual Site Plan*.

3. PCC Commercial-2 (PCC COM-2)

The PCC Commercial-2 (PCC COM-2) land use designation is located on the parcel to the north of the PCC Commercial-1 (PCC COM-1) land use designation with frontage on both Pacific Coast Highway and Indiana Street (it is a through lot). The PCC Commercial-2 (PCC COM-2) land use category totals 1.549 net acres (the developable portion of the proposed parcel after dedication of right-of-way). The PCC Commercial-2 (PCC COM-2) area allows hotels and several other commercial uses that are either accessory to hotel uses or complementary uses. The permitted commercial uses in this land use category are specified in the Specific Plan's development regulations. The parcel currently contains the existing Fairfield Inn and Suites hotel (3 buildings) which will remain, as shown in the conceptual site plan in Exhibit 6, *Conceptual Site Plan*. One of the three existing buildings known as the "Food and Beverage" building which is partially located in the PCC COM-2 land use district and partially located in the PCC COM-3 land use district will be demolished.

4. PCC Commercial-3 (PCC COM-3)

The PCC Commercial-3 (PCC COM-3) land use designation is located on the parcel to the

north of the PCC Commercial-2 (PCC COM-2) land use designation with frontage on Pacific Coast Highway, Mariposa Avenue, and Indiana Street (it is a through lot). The PCC Commercial-3 (PCC COM-3) land use category totals 0.728 net acres (the developable portion of the proposed parcel after dedication of right-of-way). The PCC Commercial-3 (PCC COM-3) area allows hotels and several other commercial uses that are either accessory to hotel uses or complementary uses. The specific commercial uses in this land use category are specified in the Specific Plan's development regulations. The parcel currently contains the existing Fairfield Inn and Suites hotel food and beverage building that will be demolished and replaced with other commercial uses and a parking structure, as shown in the conceptual site plan in Exhibit 6, *Conceptual Site Plan*.

5. PCC Mixed-Use 2 (PCC MU-2)

The PCC Mixed-Use 2 (PCC MU-2) land use designation is located on the northernmost parcel with frontage on Pacific Coast Highway, Mariposa Avenue and Palm Avenue, totaling 1.806 net acres (the developable portion of the proposed parcels after dedication of right-of-way). The PCC MU-2 area allows for multiple-family residential (apartments and condominiums) and several commercial uses. The specific residential and commercial uses are limited in this land use category as specified in the Specific Plan's development regulations. The parcel currently contains a parking lot that provides parking for the Fairfield Inn and Suites. The parking lot will be demolished and replaced with multiple-family residential uses (a mix of apartments and townhomes) and commercial uses, as shown in the conceptual site plan in Exhibit 6, *Conceptual Site Plan*. The PCC Mixed-Use 2 (PCC MU-2) land use district is proposed to be comprised of 2 parcels as shown in the Vesting Tentative Map with one parcel containing 137 multiple family residential units (apartments) and commercial uses. The other parcel contains 6 townhomes (condominium units).

Table III-1, *Land Use Summary-Project Development Scenario*, and Table III-II, *Land Uses-Project Development Scenario,* show the anticipated project development scenario for the implementation of the uses and standards of this Specific Plan based upon the Conceptual Site Plan shown in Exhibit 6, *Conceptual Site Plan* and the Vesting Tentative Map shown in Exhibit 7A, *Vesting Tentative Map No. 82806*. An additional exhibit is provided for greater clarity of existing and proposed lot configuration conditions which is also provided in Exhibit 7B, *Existing and Proposed Lot Configuration Diagram.* Table III-III, *Land Use Summary-Specific Plan Scenario* shows the maximum allowable floor area for each of the 5 land use districts.

Table III-1
Land Use Summary – Project Development Scenario

Land Use	Building Area (Net) (square feet)	Building Area (Gross) (square feet)
New Development		
Multi-family Residential (Apartments) (120 dwelling units in the PCC MU-1 District)	136,571	140,794
Multi-family Residential (Apartments) (137 dwelling units in the PCC MU-2 District)	159,062	163,472
Multi-family Residential (Townhomes /Condominiums) (6 dwelling units in the PCC MU-2 District)	9,540	10,344
Commercial uses (PCC MU-1 District)	5,583	5,756
Commercial uses (PCC COM-3 District)	4,345	4,479
Commercial uses (PCC MU-2 District)	2,156	2,223
Subtotal New Development	***317,257***	***327,068***
Existing Development		
Hotel (Aloft)	98,741	106,747
Hotel (Fairfield Inn and Suites)	190,026	217,311
Subtotal Existing Development	***288,767***	***324,058***
Existing Development To Be Demolished (Fairfield Inn and Suites "Food and Beverage" Building)	***- 36,605***	***- 41,660***
Subtotal Existing Development After Demolition of "Food and Beverage" Building	***252,162***	***282,398***
Total Site Development	**569,419**	**609,466**

Table III-II
Land Uses – Project Development Scenario

Subdivision Parcel	Use	Acreage[3]	Building Area (Net)	Building Area (Gross)[4]	FAR[5]
PCC Mixed-Use 1 (PCC MU-1))					
1	Multiple-family Residential (120 apartments)		136,571	140,794	-
1	Commercial Uses		5,583	5,756	-
1	Parking Structure		-	-	-
Subtotal		**1.242 (54,072 square feet)**	**142,154**	***146,550***	***2.63***
PCC Commercial-1 (PCC COM-1)					
2	Commercial – Existing Hotel (Aloft)		98,741	106,747	-
Subtotal		**0.905 (39,425 square feet)**	**98,741**	***106,747***	***2.51***
PCC Commercial-2 (PCC COM-2))					
3	Commercial-Existing Hotel (Fairfield Inn and Suites)		190,026	217,311	-
4	Existing Hotel (Fairfield Inn & Suites - Food & Beverage Building)		-36,605	-41,660	-
Subtotal		**1.549 (67,487 square feet)**	**153,421**	***175,651***	***2.28***
PCC Commercial-3 (PCC COM-3)					
4	Commercial Uses		3,175	3,273	-
4	Parking structure/ lobby		1,170	1,206	-
Subtotal		**0.728 (31,693 square feet)**	**4,345**	***4,479***	***0.14***
PCC Mixed-Use 2 (PCC MU-2)					
5	Multiple-family Residential (137 apartments)		159,062	163,472	-
5	Commercial Uses		2,156	2,223	-
5	Parking Structure		-	-	-
6	Multiple-family Residential (6 townhomes)		9,540	10,344	-
Subtotal		**1.806 (78,686 square feet)**	**170,758**	***176,039***	***2.24***
TOTAL DEVELOPMENT		**6.23 (271,363 square feet)**	**569,419**	**609,466**	**2.15**

[3] Acreage is based upon net acreage post dedications.
[4] Total allowable intensity per the Specific Plan is capped at 622,398 gross square feet (both existing and new development combined).
[5] FAR calculation is based upon net floor area and developable lot area. See Chapter VI for definitions of gross and net floor area.

Table III-III
Land Use Summary – Specific Plan Scenario

Land Use District	Building Area (Net) (square feet)	Building Area (Gross) (square feet)	Floor Area Ratio (FAR)
PCC Mixed-Use-1 (PCC MU-1)	145,500	150,000	2.70
PCC Commercial-1 (PCC COM-1)	98,741	106,747	2.51
PCC Commercial-2 (PCC COM-2)	153,421	175,651	2.28
PCC Commercial-3 (PCC COM-3)	4,850	5,000	0.16
PCC Mixed-Use-2 (PCC MU-2)	179,450	185,000	2.29
Total Development (New + Existing)	**581,962**	**622,398**	**2.15**

EXHIBIT 5
LAND USE PLAN

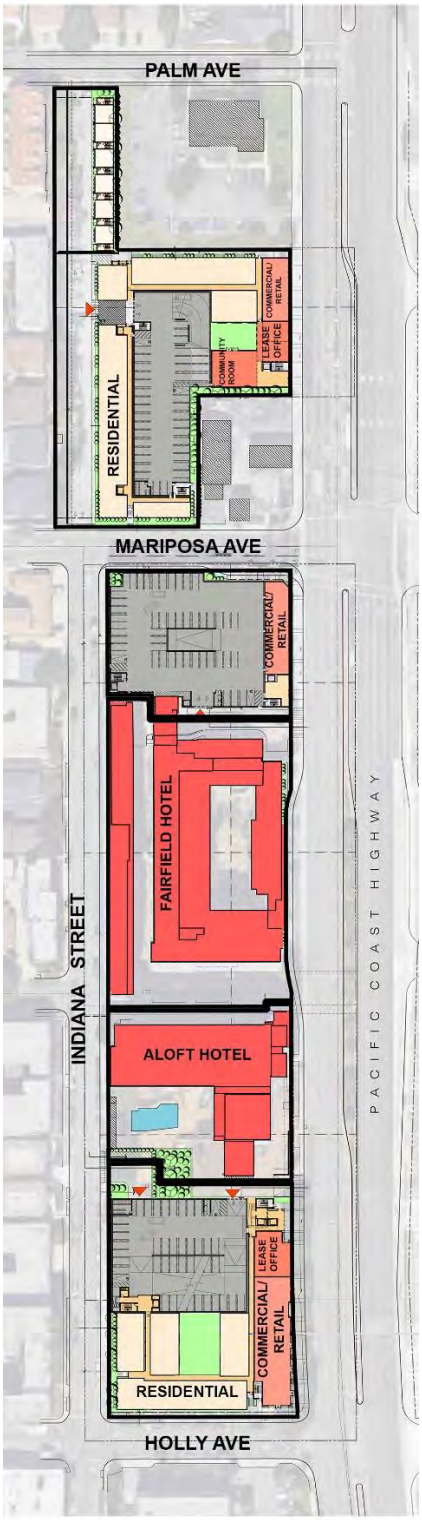

EXHIBIT 6
CONCEPTUAL SITE PLAN

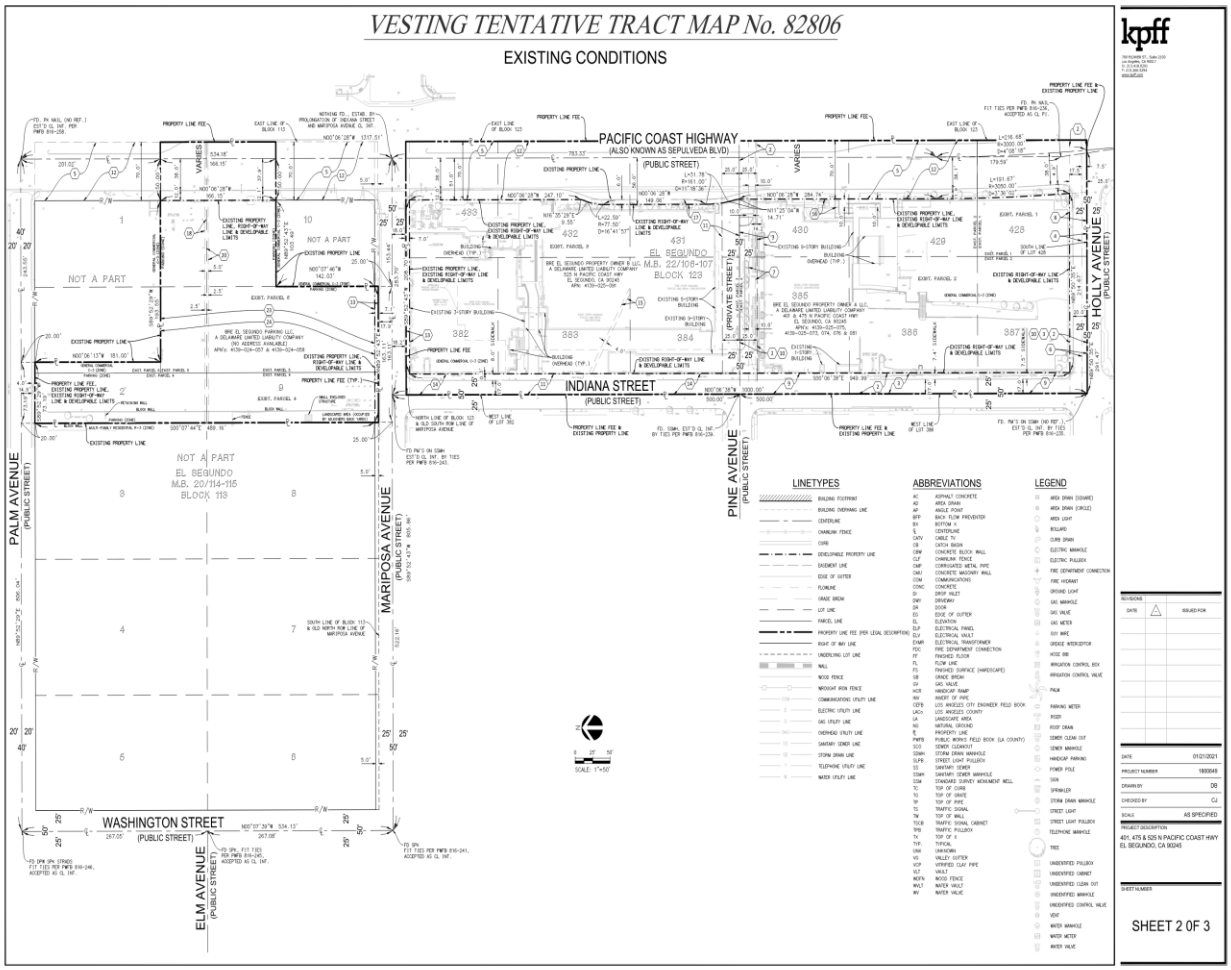

EXHIBIT 7A
VESTING TENTATIVE MAP # 82806
(EXISTING CONDITIONS)

(Source: KPFF)

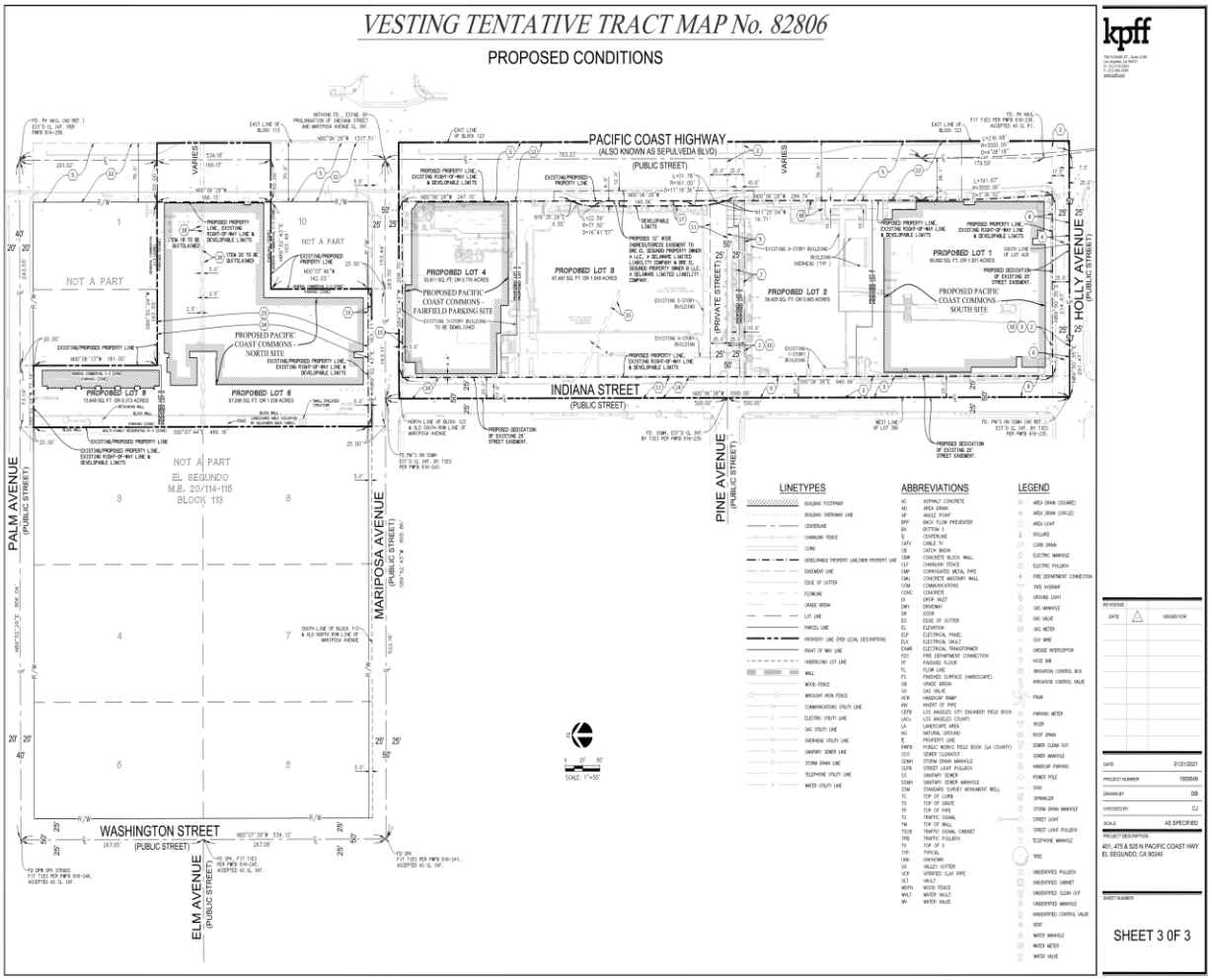

EXHIBIT 7A
VESTING TENTATIVE MAP # 82806
(PROPOSED CONDITIONS)

(Source: KPFF)

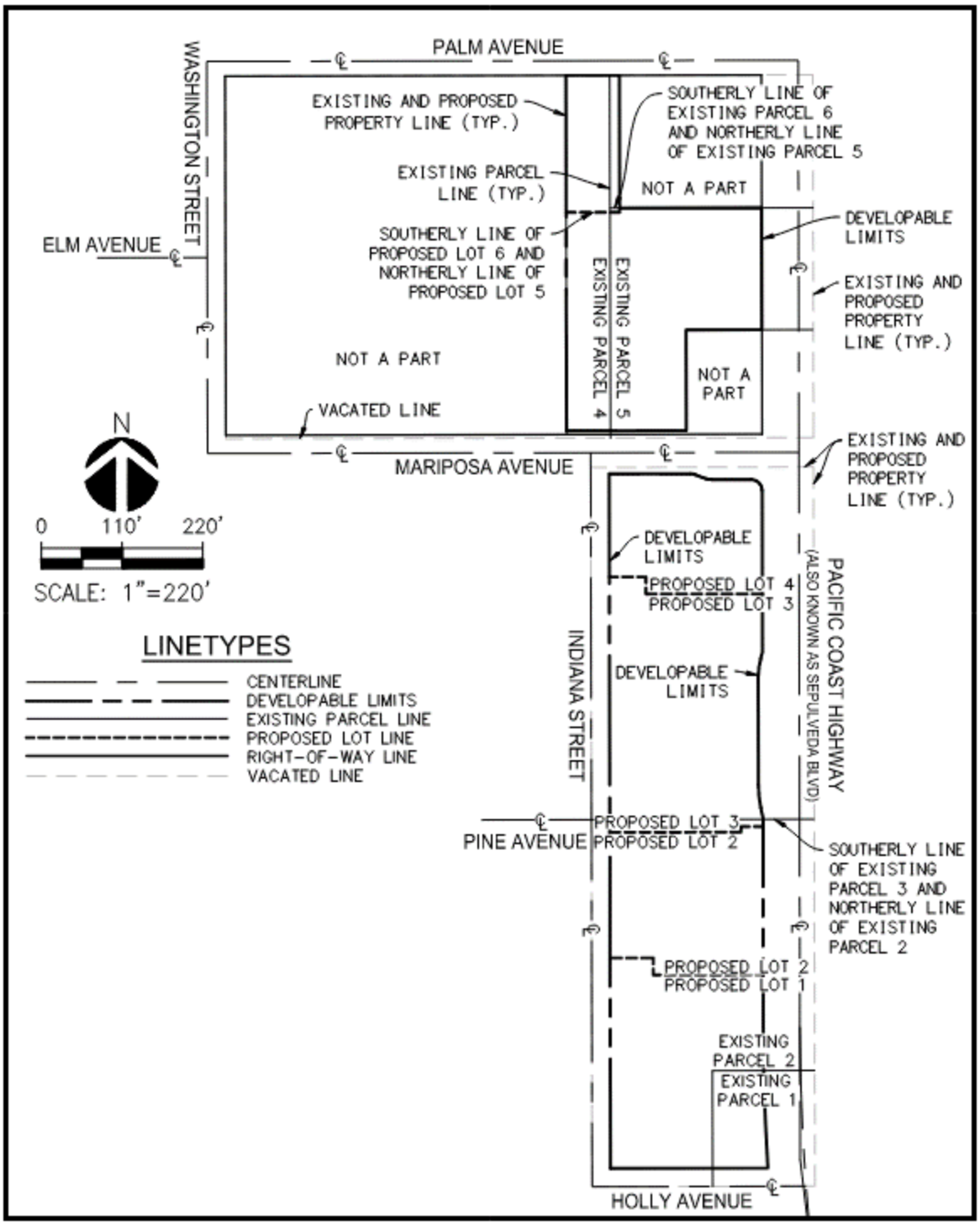

EXHIBIT 7B
EXISTING AND PROPOSED FINAL LOT CONFIGURATION DIAGRAM
(Source: KPFF)

C. PHASING

Construction of the new development areas would occur in three phases. The first phase of construction would occur in the PCC Commercial-3 (PCC COM-3) land use district at the Fairfield Parking Site/Area 4. The second phase of construction would consist of the South Site/Area 1 development in the PCC Mixed-Use 1 (PCC MU-1) land use district. The third phase of construction would consist of the North Site/Area 5 development in the PCC Mixed-Use 2 (PCC MU-2) land use district. It is currently anticipated that these phases will occur sequentially and if so, are anticipated to be completed within 4 1/2 years of EIR certification and project approval. However, if the second and third phases of development occur concurrently, construction is anticipated to be completed within 2 years and 8 months of EIR certification and project approval.

D. CIRCULATION PLAN

Regionally, the Specific Plan site is accessible from the San Diego freeway (405), Century Freeway (105), the Metro Green Line, multiple bus lines, and the major arterial Pacific Coast Highway. No public rights-of-way are proposed within the boundaries of the Specific Plan. However, the Specific Plan site has several vehicular access points off four of the streets surrounding the Specific Plan area including Pacific Coast Highway, Mariposa Avenue, Indiana Street and Palm Avenue. The development of the Specific Plan will facilitate on-site circulation and parking. Access will be provided for emergency vehicles to Area 5 in the PCC Mixed-Use 2 (PCC MU-2) land use district via the two vehicle access points to the fire lane from Mariposa and Palm Avenues. Development within the Specific Plan site will provide infrastructure and facilitate access for various modes of travel including automobiles, bicycles, and pedestrians. Pedestrian and handicap access will be provided between buildings and to public sidewalks on the five street frontages along the site.

VEHICULAR CIRCULATION

The proposed street dedications and street dedication waivers discussed in the sections below are depicted in Exhibit 7C, *Conceptual Street Dedication Plan.*

Pacific Coast Highway. Pacific Coast Highway is an existing public major arterial street that abuts the property on its eastern edge. No additional right-of-way improvements are required as a result of the development allowed in the Specific Plan. No additional curb cuts besides the three existing curb cuts that provide access and circulation to the two existing hotels may be allowed along Pacific Coast Highway in the Specific Plan area. The two existing driveways that access the north parking lot at 629 North Pacific Coast Highway will be removed.

Mariposa Avenue. Mariposa Avenue is an existing public 2-lane collector street that abuts the property between the northern and southern blocks of the Specific Plan area. Some additional right-of-way improvements are required as a result of the development allowed in the Specific Plan. A waiver request was granted for a portion of the street dedication requirements on the south side of Mariposa Avenue. No additional curb cuts besides the one existing curb cut on the north side of the street (which also serves as a fire lane) may be allowed along the north side of

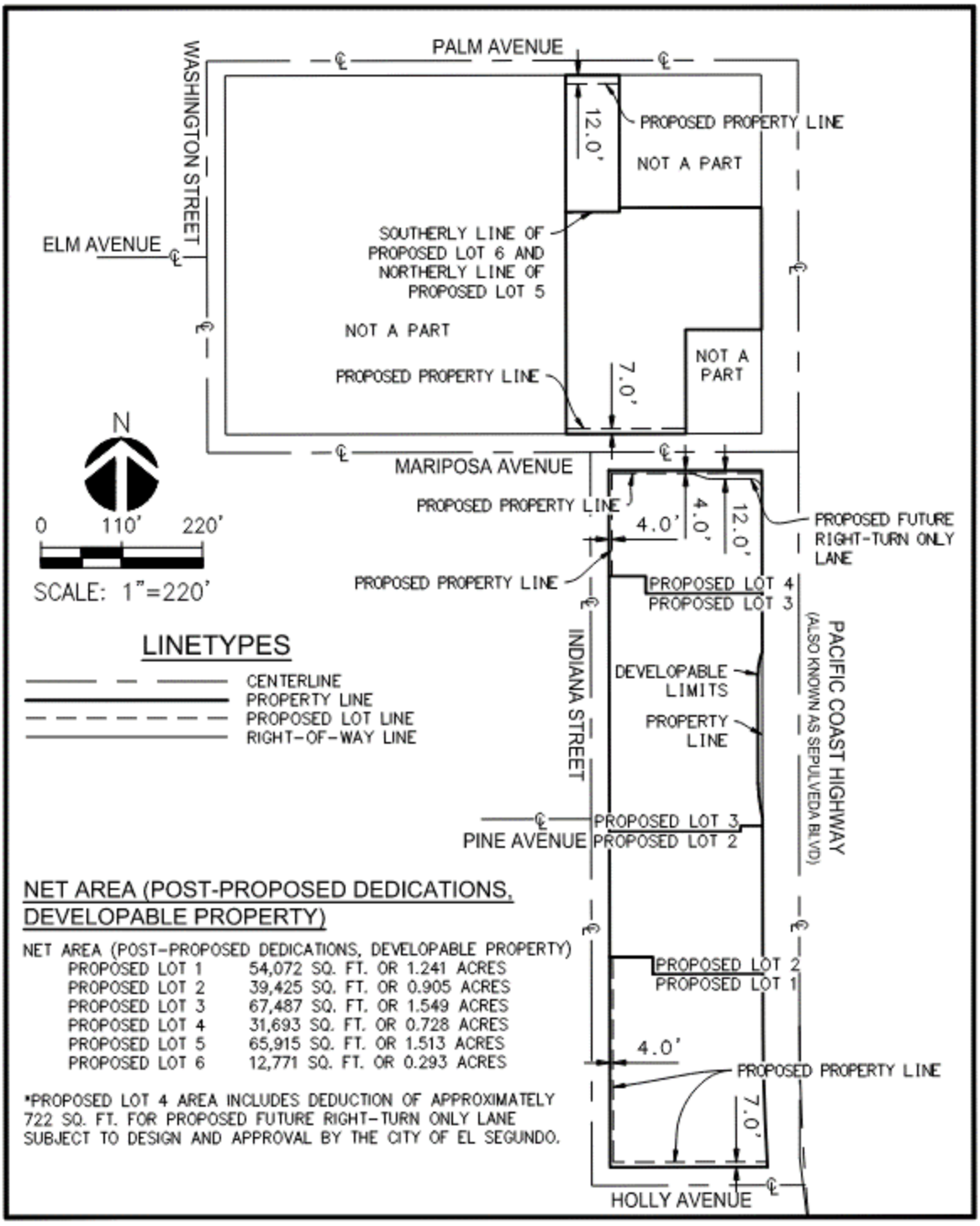

EXHIBIT 7C
CONCEPTUAL STREET DEDICATION PLAN
(Source: KPFF)

Mariposa Avenue in the Specific Plan area. No curb cuts may be allowed along the south side of Mariposa Avenue within the Specific Plan area.

Palm Avenue. Palm Avenue is an existing public local commercial/residential street that abuts the property on its northern edge. Palm Avenue has been classified as a local commercial street for the frontage of the Specific Plan area. Some additional right-of-way improvements are required as a result of the development allowed in the Specific Plan. No additional curb cuts besides the one existing curb cut (which also serves as a fire lane) may be allowed along Palm Avenue within the Specific Plan area. Street dedication to expand the width of the public right-of-way will be provided.

Holly Avenue. Holly Avenue is an existing public local commercial/residential street that abuts the property on its southern edge. Holly Avenue is classified as a local commercial street for the block fronting the Specific Plan area. Some additional right-of-way improvements are required as a result of the development allowed in the Specific Plan. There are no existing curb cuts along this block of Holly Avenue. No curb cuts may be allowed along Holly Avenue in the Specific Plan area. Street dedication to expand the width of the public right-of-way will be provided.

Indiana Street. Indiana Street is an existing public local commercial/residential street that abuts the property on its western edge. Some additional right-of-way improvements are required as a result of the development allowed in the Specific Plan. The project includes dedication of 25 feet of existing roadway and sidewalk (to the centerline of the street) to the City of El Segundo. Currently, the roadway and sidewalk are privately owned and the City of El Segundo only has easement rights. An additional dedication of 4 feet will be provided on the east side of the street along the frontage of Proposed Lots 1 and 4 only. A waiver request was granted for a 3-foot portion of the street dedication requirements to expand the right-of-way on the east side of the street for the portions of the block where new development is proposed in the PCC COM-3 and a the PCC MU-1 land use districts (along the frontage of proposed Lots 1 and 4). Additionally, a waiver request was granted for a 7-foot portion of the street dedication requirements to expand the right-of-way on the east side of the street for the portion of the block where existing development is located in the PCC COM-1 and PCC COM-2 land use districts (along the frontage of proposed Lots 2 and 3). No additional curb cuts besides the three existing curb cuts may be allowed along Indiana Street.

Public Transit

Public transit includes the Metro C Line and multiple bus lines that operate in the vicinity of the Specific Plan. The Metro C line is a light rail line running between Redondo Beach and Norwalk. The line runs north/south east of the project site along Nash Street with the closest station at Nash Street and Mariposa Avenue. The Mariposa C Line station is approximately ½ mile away from the project site.

There are two Metro bus lines, one Beach Cities bus line, and two LADOT Commuter Express lines that run in the vicinity of the Specific Plan. Metro Line 232 provides local service between the City of El Segundo and downtown Long Beach and runs along Pacific Coast Highway. LADOT Commuter Express 574 provides express service on weekdays from Encino to the City

of Hawthorne along Pacific Coast Highway and then heads east along El Segundo Boulevard south of the project site. Beach Cities Line 109 provides local service between the City of Redondo Beach and Los Angeles International Airport and runs along Pacific Coast Highway south of Grand Avenue (one block south of the Specific Plan area) and turns onto Grand Avenue to Downtown El Segundo to Main Street and north to Imperial Highway. Metro Line 625 provides local service between the City of El Segundo and Los Angeles International Airport and it runs along Imperial Highway north of the Specific Plan area. LADOT Commuter Express 438 provides express service on weekdays from El Segundo to the Downtown Los Angeles Financial District along Imperial Highway north of the project site. LADOT Commuter Express 439 provides express service on weekdays from El Segundo to Downtown Los Angeles along Douglas Street and Imperial Highway to the east of the site.

NON-VEHICULAR CIRCULATION

Walkways will be provided connecting the buildings, uses (hotels, residential and commercial uses), parking structures and surfaces areas, and the public sidewalks on the five (5) surrounding streets (Pacific Coast Highway, Mariposa Avenue, Palm Avenue, Holly Avenue and Indiana Street). Marked crosswalks are provided at all major arterial intersections.

The City of El Segundo adopted the South Bay Bicycle Plan and it has implemented some of the bicycle improvements in the proposed Bicycle Plan network including 4.9 miles of Class III Bike Routes (where vehicles and bicycles share travel lanes) on several City streets. The Bike Routes that are closest to the Specific Plan area are on Grand Avenue from Loma Vista Street to Duley Road and on Nash Street from Imperial Highway to El Segundo Boulevard. The Bicycle Master Plan includes Class I Bike Paths, Class II Bike Lanes, Class III Bike Routes and Bike-Friendly streets. The nearest proposed facilities are a Class II Bike Lane running east-west on Mariposa Avenue and a Class I Bike Path on Washington Street one block west of the Specific Plan boundary.

Bicycle parking facilities in accordance with Municipal Code and California Green Building Code requirements will be provided in multiple locations in the parking structures and surface parking areas in the Specific Plan.

E. GRADING CONCEPT

Some rough grading will be required at the South Site located in the PCC Mixed-Use 1 (PCC MU-1) land use district, the Fairfield Parking Site located in the PCC Commercial-3 (PCC COM-3) land use district, and the North Site located in the PCC Mixed-Use 2 (PCC MU-2) land use district. No grading will be required for the areas where the existing hotel buildings will remain.

Site grading will require a combination of cut and fill to create a building/parking structure pad and to accommodate one level of subterranean parking and retaining walls on the South Site as a result of the existing sloped topography. The property slopes down from Pacific Coast Highway to Indiana Street and slopes down toward Holly Avenue as well with the lowest point at the intersection of Indiana Street and Holly Avenue. The grading is estimated to result in approximately 27,700 cubic yards of cut and fill resulting in 17,700 cubic yards of soil export.

The Fairfield Parking Site and the North Site are relatively flat. The Fairfield Parking site is estimated to require 6,000 cubic yards of cut and fill for site rebalancing that will result in 0 cubic yards of export. The North Site is estimated to require 15,000 cubic yards of cut and fill for site rebalancing resulting in 0 cubic yards of soil export. Final grading plans will be approved by the City Engineer before the City issues grading permits.

IV. UTILITIES AND INFRASTRUCTURE

The following is a summary of existing and proposed public infrastructure for development of the Specific Plan area. 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 Specific Plan area and serves the two existing hotels. Water is purchased through West Basin Municipal Water District which is a member of The Metropolitan Water District of Southern California.

There is an existing City of El Segundo 10-inch asbestos-cement water line located 11 feet west of the centerline of Indiana Street. This water line is scheduled to be replaced with a new 10-inch ductile iron water main in FY 2020-2021. There are also two existing water lines in Pacific Coast Highway. One is a City of El Segundo 10-inch ductile iron pipe located 32-feet west of the street centerline. The other is a 10-inch pipe located 33-feet east of the street centerline. In Palm Avenue north of the Specific Plan area, there is a City of El Segundo 10-inch asbestos-cement pipe located 6 feet north of the street centerline. In Holly Street south of the Specific Plan area, there is a City of El Segundo 10-inch asbestos-cement pipe located 13 feet south of the street centerline. There is also an existing City of El Segundo 10-inch ductile iron water line in Mariposa Avenue, located 6-feet south of the street centerline (refer to Exhibits 8A, 8B and 8C, *Conceptual Water Plan South Site, Conceptual Water Plan Fairfield Parking Site, and Conceptual Water Plan North Site respectively*).

Water for fire suppression is provided by on-site building sprinklers and from 7 off-site fire hydrants. Existing fire hydrants owned by the City of El Segundo are located along Pacific Coast Highway, Holly Avenue, and Indiana Street.

PROPOSED CONDITION

The water service connection for domestic water and fire protection shall be made to one or more of the existing City of El Segundo water lines. The specific location of these connections and pipe sizing will be based upon the City of El Segundo's approval. The system shall provide adequate water supply for operation of the building's domestic requirements, automatic sprinkler systems and on-site fire hydrants (if required by the State or City Fire Marshal). A Conceptual Water Utility Plan has been developed for the Specific Plan Area (refer to Exhibits 8A, 8B and 8C, *Conceptual Water Plan South Site, Conceptual Water Plan Fairfield Parking Site, and Conceptual Water Plan North Site respectively*).

Fire flows for the proposed development will be based on the requirements listed in that version of the California Fire Code that is in effect at the time of plan submission, as amended by the City.

Demands for domestic water in the proposed condition were calculated with the assumption that they will be 120% of the sewer demand rates. s

Based on the requirements outlined by the El Segundo Fire Department in Regulation H-2-a for Fire Hydrant and Private Fire Main System Installation, 2 additional fire hydrants may need to be installed in order to provide coverage for portions of the proposed buildings that are in excess of 150-feet from a public fire hydrant. Coordination with the El Segundo Fire Department Fire Prevention Division is required to determine whether the additional fire hydrants will be located in the public street and/or within the development.

The minimum number of fire hydrants required was calculated using Table C102.1 from the California Fire Code. The spacing between fire hydrants for all three sites will be 300-feet for public fire hydrants, as stated in the City of El Segundo Fire Prevention Division "Regulation H-2-a Fire Hydrant and Private Fire Main System Installation" document (see Table IV-2 below for the hydrant and number spacing requirements).

Table IV-2. Required Number and Spacing of Fire Hydrants.

	Minimum Number of Hydrants	Spacing Between Hydrants
North Site	3	
Fairfield Parking	1	300 ft (typ.)
South Site	3	

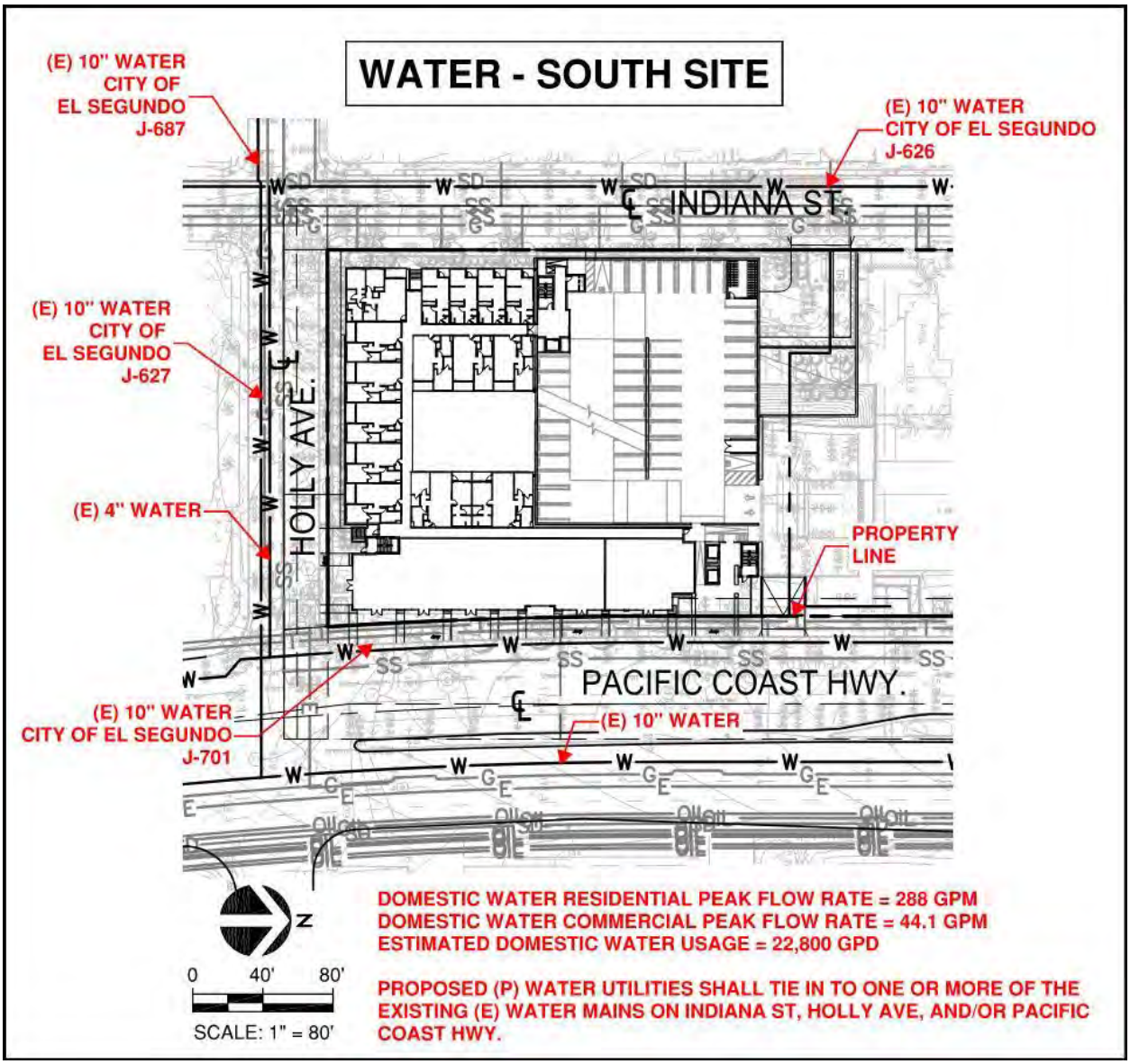

EXHIBIT 8A
CONCEPTUAL WATER PLAN
SOUTH SITE IN THE PCC MU-1 DISTRICT

(Source: KPFF)

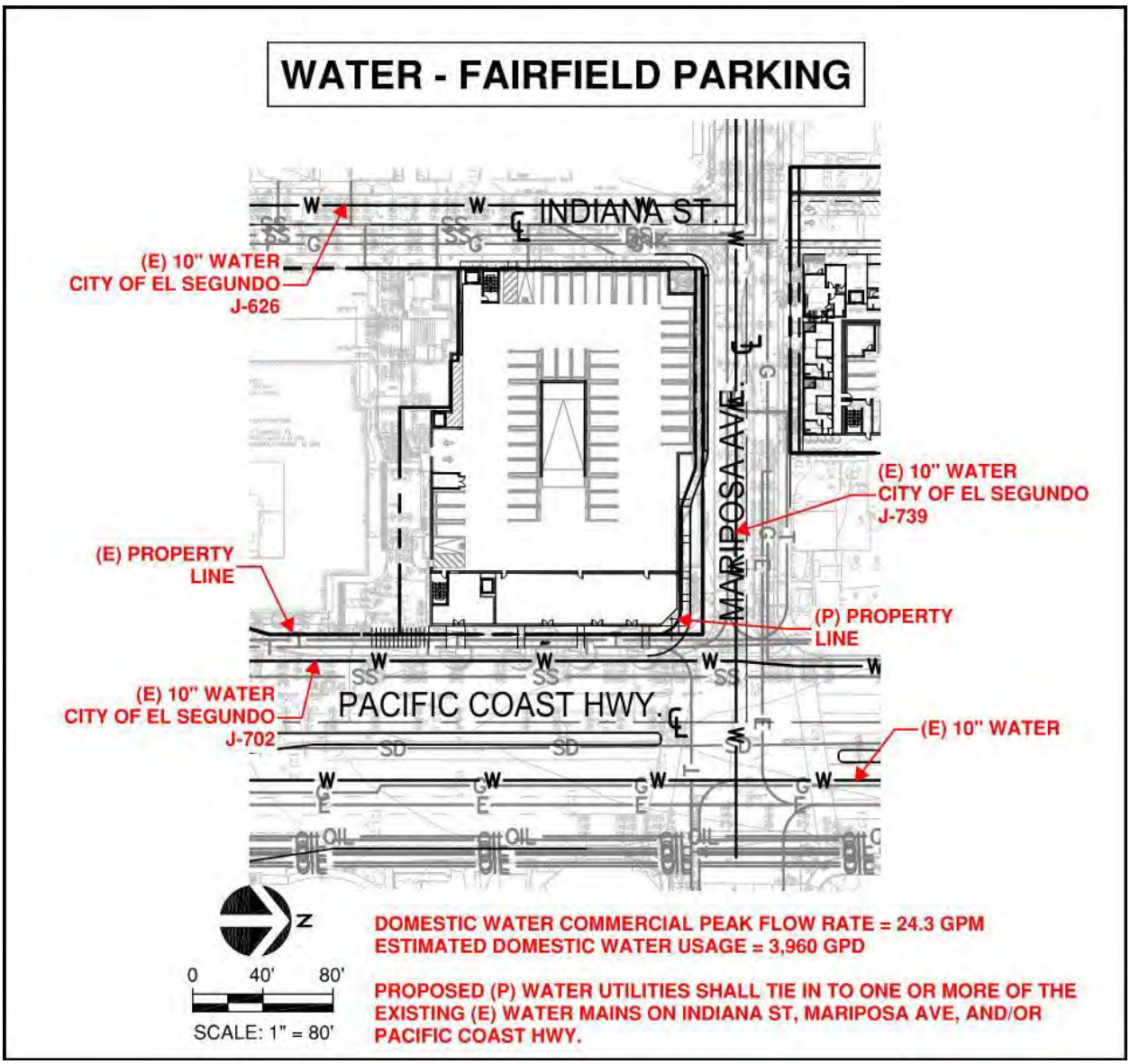

EXHIBIT 8B
CONCEPTUAL WATER PLAN
FAIRFIELD PARKING SITE IN THE PCC COM-3 DISTRICT

(Source: KPFF)

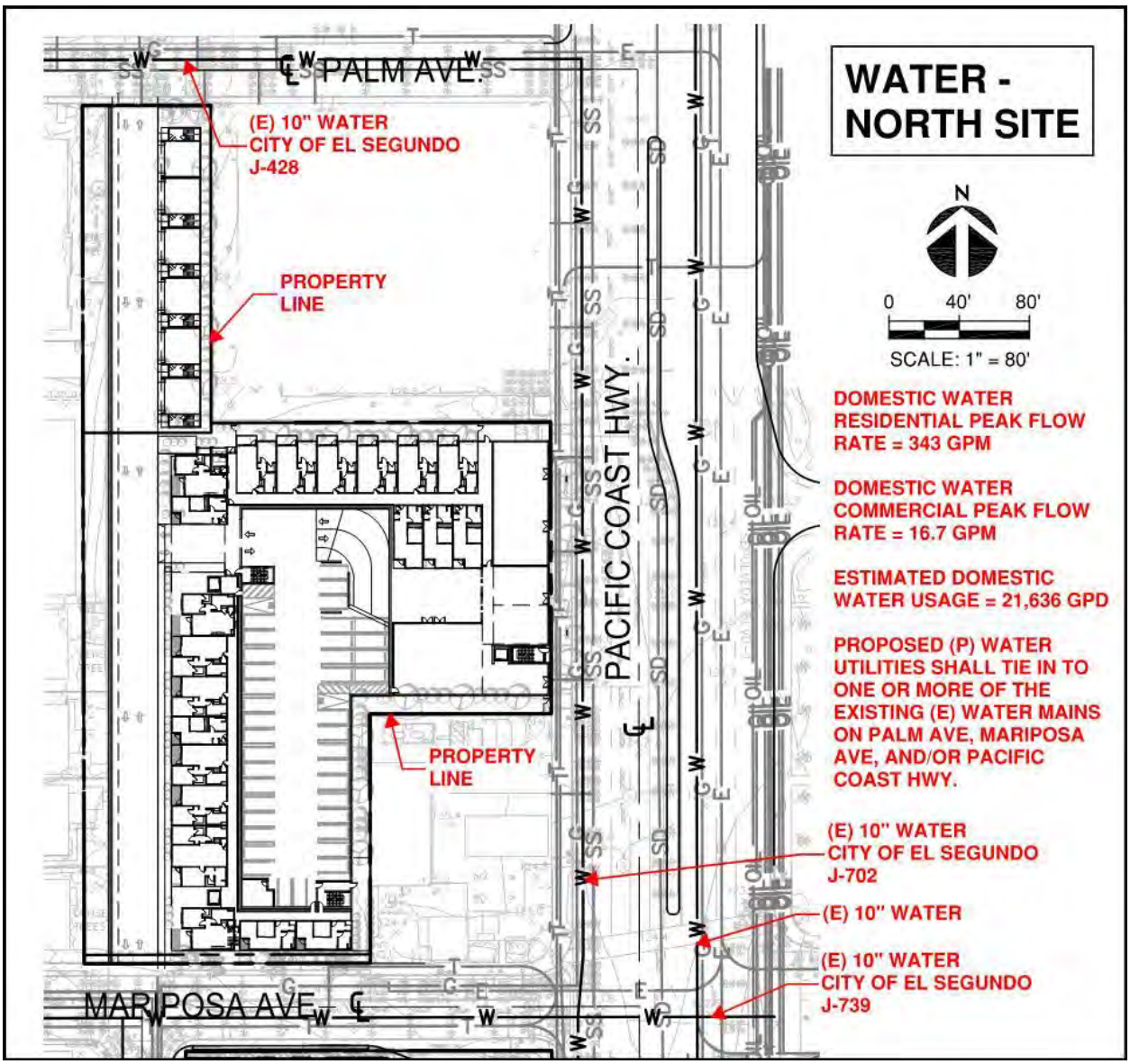

EXHIBIT 8C
CONCEPTUAL WATER PLAN
NORTH SITE IN THE PCC MU-2 DISTRICT

(Source: KPFF)

B. RECLAIMED WATER

EXISTING CONDITION

Reclaimed water utility service is provided by the West Basin Municipal Water District from a treatment plant on Hughes Way. There are no existing reclaimed water mains in the streets adjacent to the project. According to West Basin Municipal Water District record drawings, the closest reclaimed water main is located in Washington Avenue adjacent to Washington Park at the intersection with Elm Street, approximately 500-feet from the intersection of Palm Avenue and Indiana Street.

PROPOSED CONDITION

Future reclaimed water service is anticipated to be provided through the existing point of connection on Washington Avenue. Should West Basin Municipal Water District extend the reclaimed water lines adjacent to the Specific Plan area in the future, exact points of connection will be based on West Basin Municipal Water District's and the City of El Segundo's input. Reclaimed water service may not be available at the time of project completion.

C. SEWER SERVICE

EXISTING CONDITION

All existing sanitary sewer lines in the streets surrounding the project site are owned by the City of El Segundo. Sewer utility service is provided by the City of El Segundo and the Los Angeles County Sanitation District and is currently available within the site.

An 8-inch vitrified clay pipe (VCP) gravity line is located west of the site under the centerline of Indiana Street, with a depth varying from 2-feet to 9-feet below grade to the pipe invert. The sewer begins at a manhole located approximately 98-feet south of Mariposa Avenue, before sloping south where it connects to two 12-inch sewer lines—one on Holly Avenue and one that continues south on Indiana Street. In Indiana Street, there is also a 10-inch ductile iron pressure sewer located 6-ft east of the street centerline.

In Pacific Coast Highway, there is an existing 12-inch VCP gravity line located 26-feet west of the street centerline. The pipe slopes from north to south and varies in depth from 6-feet to 18-feet. At the intersection with Holly Avenue, the pipe connects to a 12-inch sewer running west on Holly Avenue.

An existing 8-inch VCP gravity line is located under the street centerline of Palm Avenue. This sewer has a high point elevation at a manhole located approximately 390-feet west of Pacific Coast Highway. The pipe slopes to drain out to both mainlines on both sides of the manhole. On the east end, it connects to the 12-inch sewer located in Pacific Coast Highway.

There are two existing sewer lines on Mariposa Avenue, west of Indiana Street. One is an 8-inch VCP gravity line located on the street centerline. It slopes from east to west and connects to an 8-

inch sewer line on Illinois Court. The other sewer line on Mariposa Avenue is a 10-inch pressure sewer located 5 feet north of the street centerline. A sewer study has been conducted that determined the existing sewer system has sufficient capacity to accommodate the additional flow that will be generated by the new development.

PROPOSED CONDITION

New sewer laterals are proposed for all the new buildings. It is anticipated that the new sewer laterals will connect to several of the existing gravity lines surrounding the project. The proposed project does not currently impact the existing pressure lines. The sewer laterals will be designed to slope at a minimum of 2% and maintain a minimum scouring velocity of 2-feet/second. Points of connection will be based on the City of El Segundo's input and will require a Sewer Connection Permit from the City of El Segundo. A conceptual sewer plan has been developed for the Specific Plan area (refer to Exhibits 9A, 9B and 9C, *Conceptual Sewer Plan South Site, Conceptual Sewer Plan Fairfield Parking Site, and Conceptual Sewer Plan North Site respectively*).

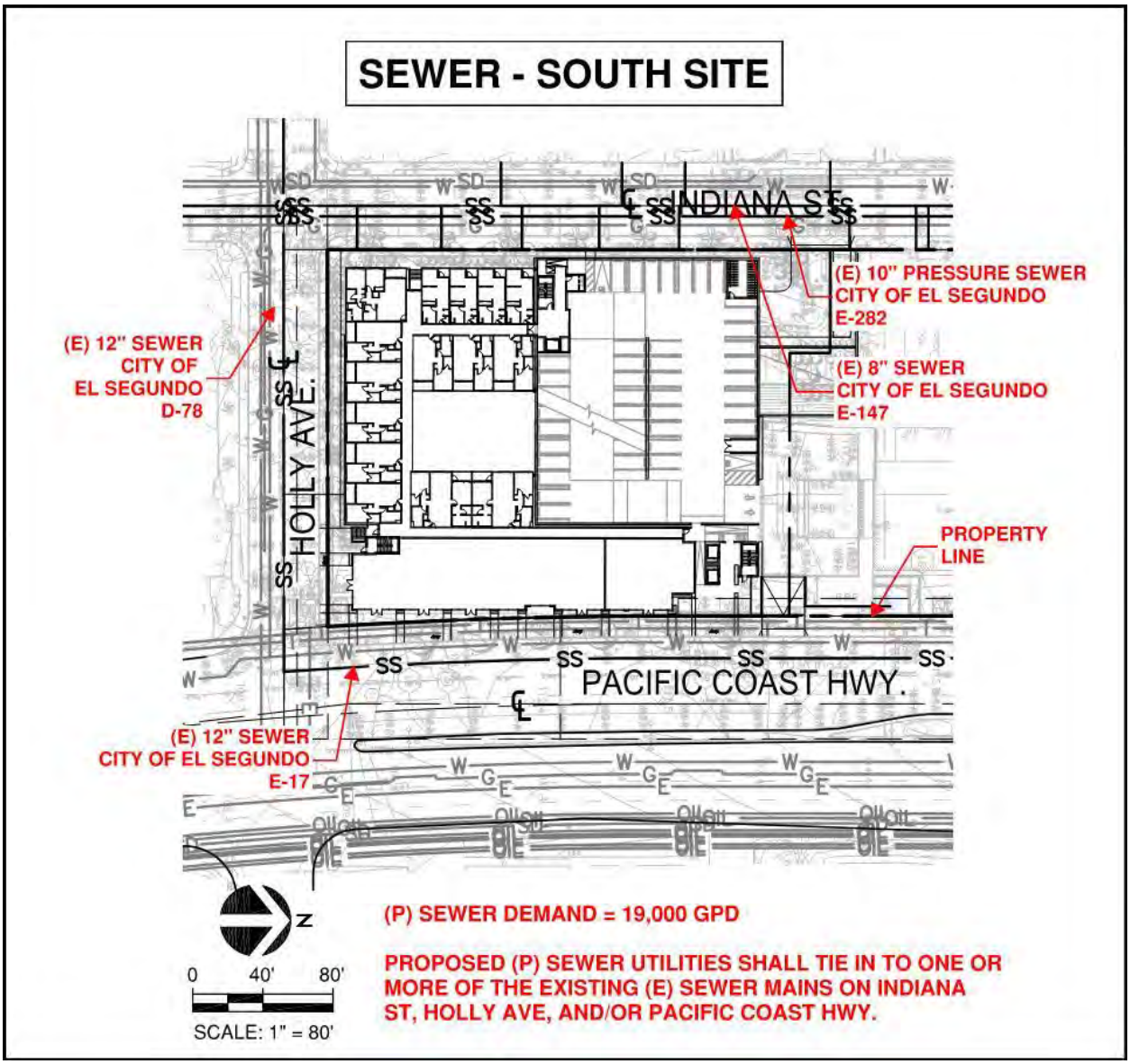

EXHIBIT 9A
CONCEPTUAL SEWER PLAN
SOUTH SITE IN THE PCC MU-1 DISTRICT

(Source: KPFF)

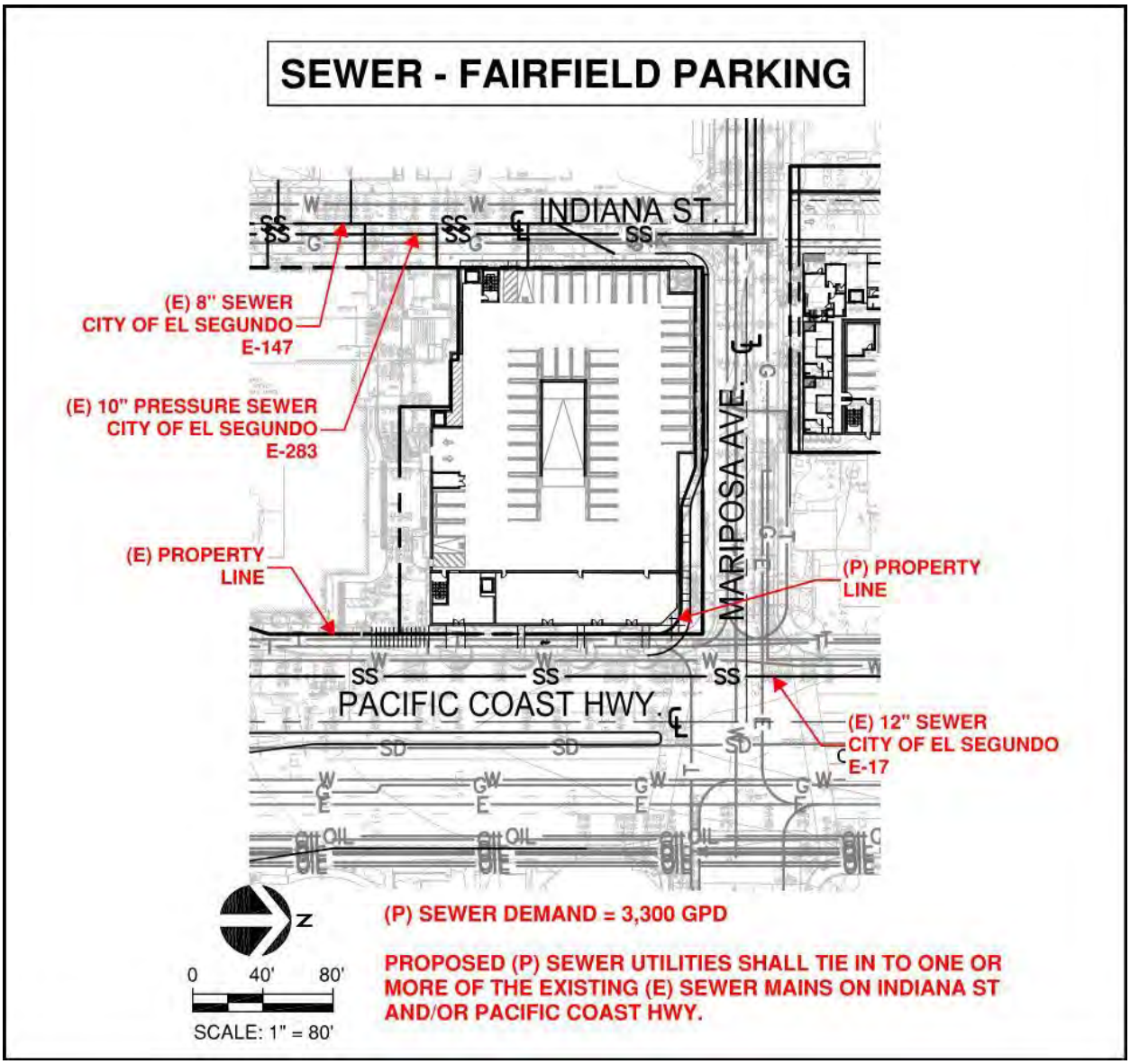

EXHIBIT 9B
CONCEPTUAL SEWER PLAN
FAIRFIELD PARKING SITE IN THE PCC COM-3 DISTRICT

(Source: KPFF)

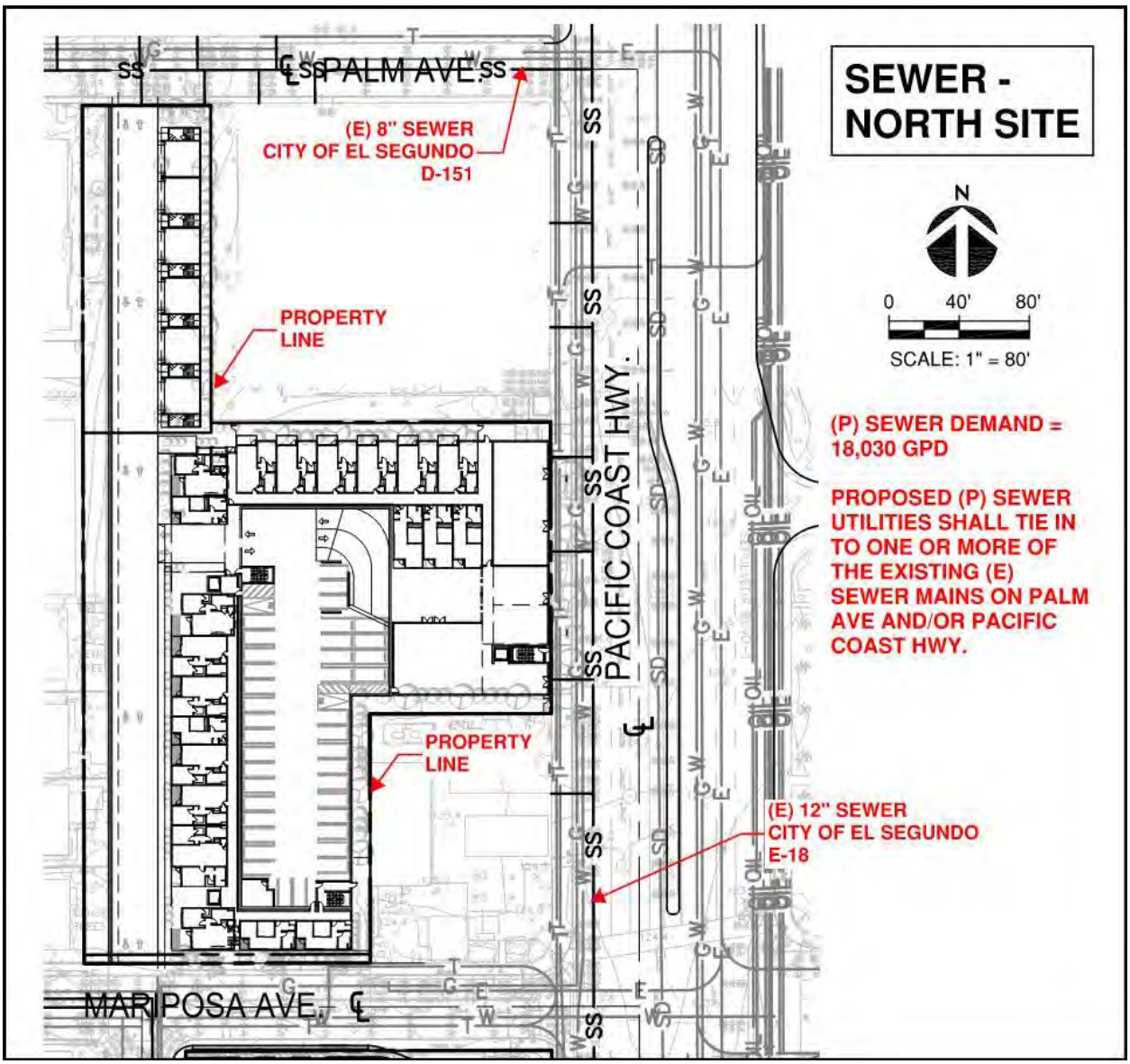

EXHIBIT 9C
CONCEPTUAL SEWER PLAN
NORTH SITE IN THE PCC MU-2 DISTRICT

(Source: KPFF)

D. DRAINAGE

EXISTING CONDITION

There are two existing storm drains near this project that are owned by Caltrans and the City of El Segundo.

The existing Caltrans storm drain is located below Pacific Coast Highway. The storm drain is comprised of reinforced concrete pipe (RCP) and varies in size from 18-inches to 24-inches. The variable width existing RCP storm drain is located 66.5-feet east of the centerline in the portion of the street that is south of Pine Avenue and is located approximately 23-feet east of centerline in the portion that is north of Pine Avenue, although this location varies. The pipe flows from north to south. The depth of the pipe invert varies from approximately from 4-feet to 6-feet below grade.

The City of El Segundo storm drain is an existing 24-inch, RCP storm drain that runs through Indiana Street, and flows from north to south. It conveys stormwater from a catch basin on the west side of Indiana Street and is located 39 feet west of the project's property line. This storm drain runs south and ties in to another storm drain on Holly Avenue that runs west before ultimately discharging into a basin located approximately 0.5-miles southwest of the Specific Plan area, at the intersection of Center Street and Grand Avenue. The catch basin is located approximately 230-feet north of Holly Avenue.

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

PROPOSED CONDITION

Drainage must comply with all applicable laws and regulations, including without limitation, the City's National Pollution Discharge Elimination System (NPDES) Permit.

Proposed drainage will include stormwater treatment features on multiple sites within the Specific Plan area, in accordance with the City of El Segundo Low Impact Development (LID) requirements. The storm water quality design volume required by Los Angeles County Low Impact Development (LID) standards will be stored in the system and infiltrate into the soil beneath the underground system within 48 hours. These treatment features are designed to treat the 85th percentile storm event, while overflow drainage features will be designed based on the 25-year storm event.

Infiltration is feasible for stormwater treatment within the Specific Plan area. It appears that one drywell at each of the three new development sites within the Specific Plan area will be able to capture the required volume and will be able to treat that volume as quickly as it enters the drywell system. The same drywell design will be used at each site. The drywells will include overflow piping that will be sized based on the 25-year storm event. Overflow features will convey water to Indiana Street or Mariposa Avenue and into the City of El Segundo catch basin on Indiana Street. Thus, stormwater in the proposed condition will flow only to the City of El Segundo storm drain.

Because the peak flow rate will be reduced in the proposed condition, it is assumed that the City of El Segundo storm drain will have more than enough capacity to handle the flow rate generated.

A Conceptual Drainage Plan has been developed for the Specific Plan area that provides both existing and proposed conditions (refer to Exhibits 10A, 10B, 10C, 10D, 10E, and 10F, *Existing Drainage Plan South Site, Conceptual Drainage Plan South Site, Existing Drainage Plan Fairfield Parking Site, Conceptual Drainage Plan Fairfield Parking Site, Existing Drainage Plan North Site, and Conceptual Drainage Plan North Site respectively*).

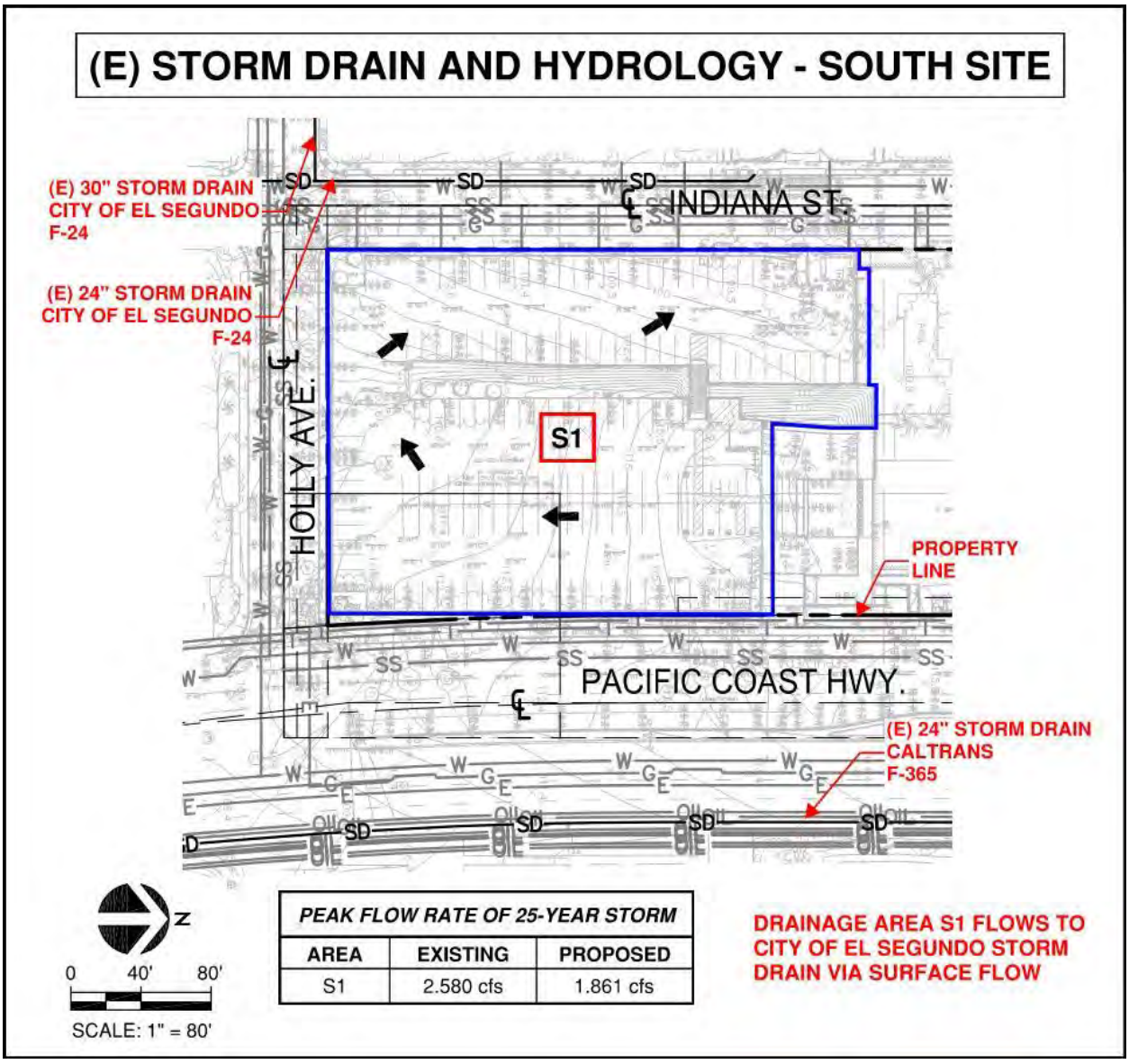

EXHIBIT 10A
EXISTING DRAINAGE PLAN
SOUTH SITE IN THE PCC MU-1 DISTRICT

(Source: KPFF)

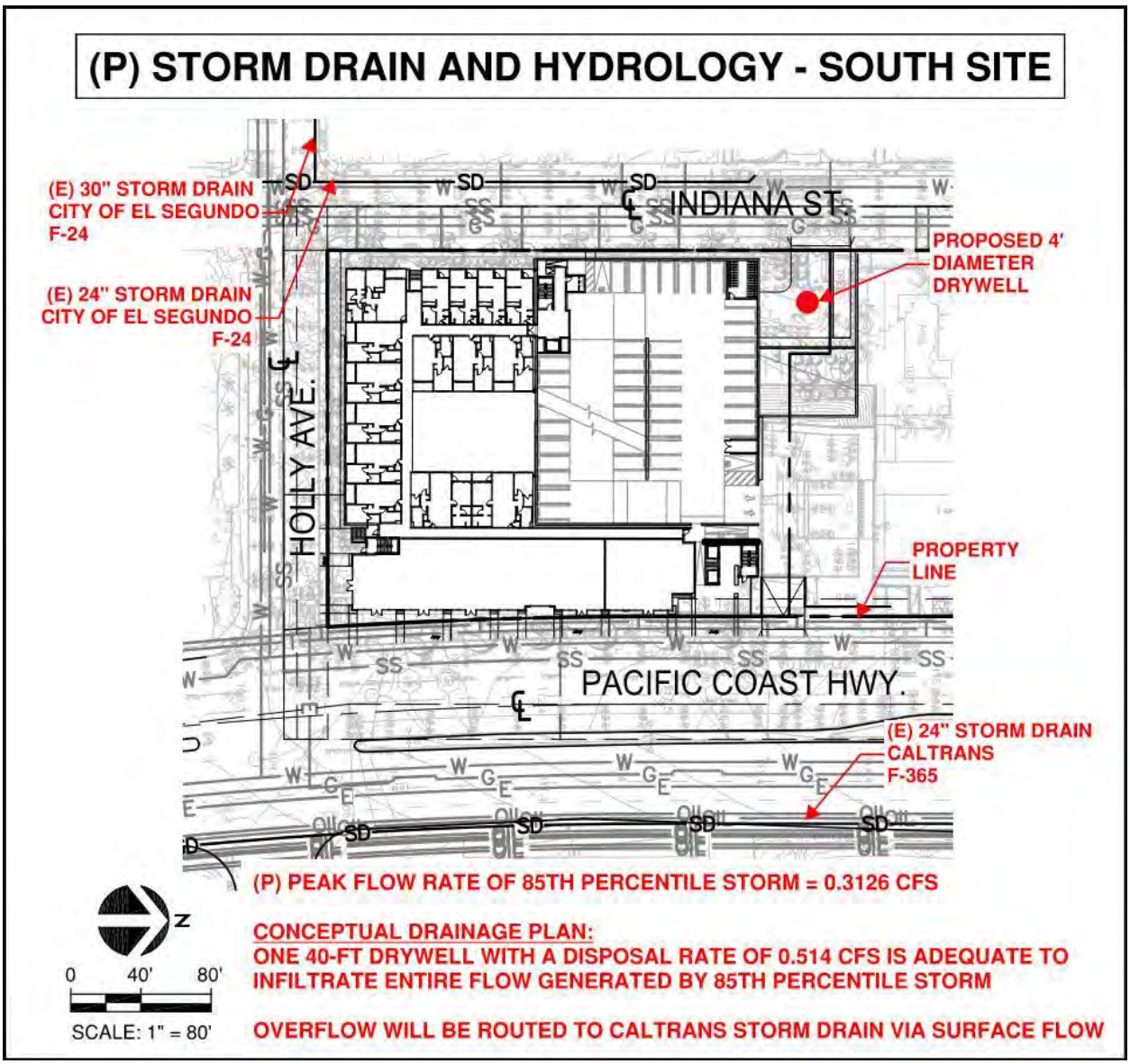

EXHIBIT 10B
CONCEPTUAL DRAINAGE PLAN
SOUTH SITE IN THE PCC MU-1 DISTRICT

(Source: KPFF)

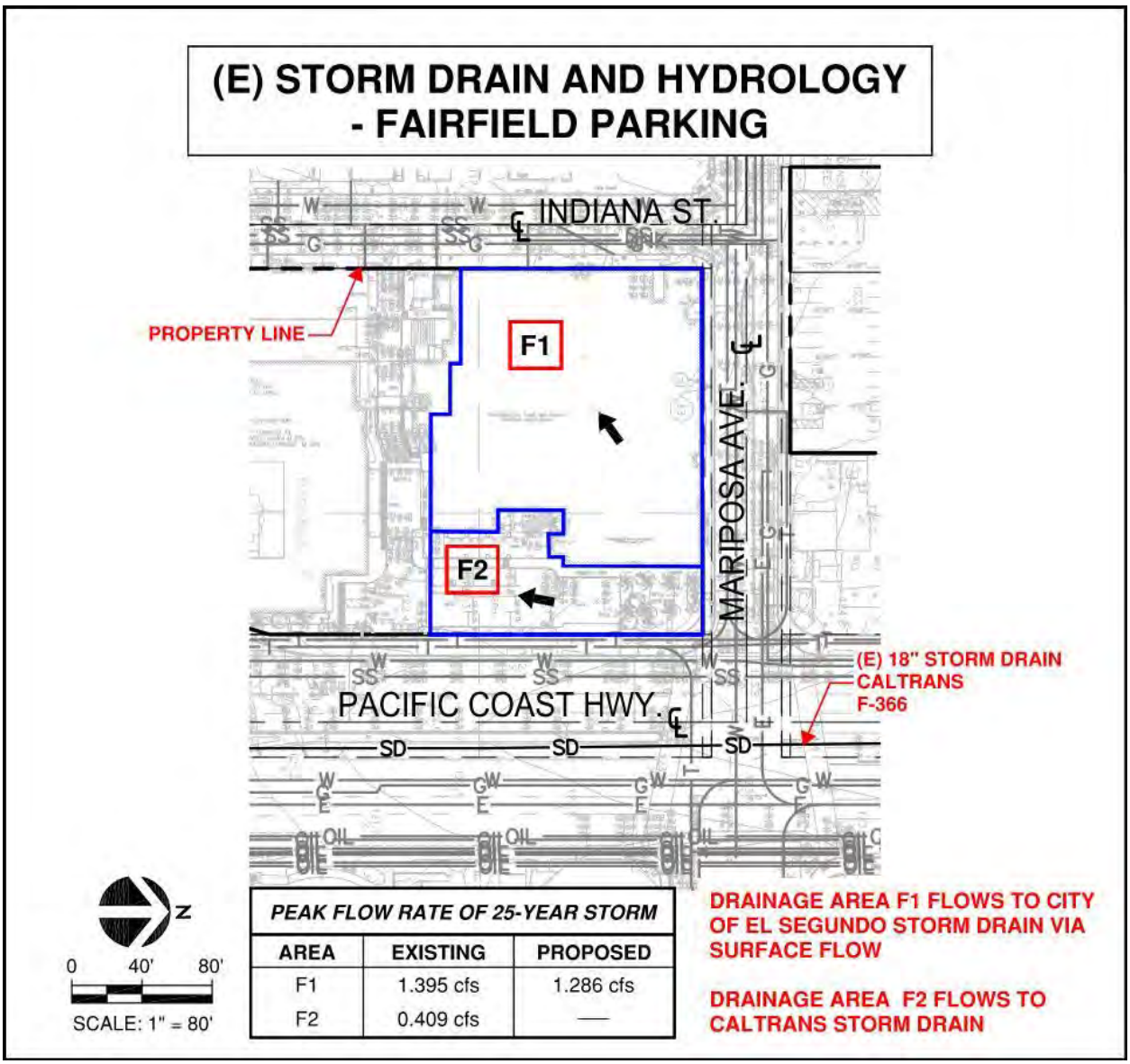

EXHIBIT 10C
EXISTING DRAINAGE PLAN
FAIRFIELD PARKING SITE IN THE PCC COM-3 DISTRICT

(Source: KPFF)

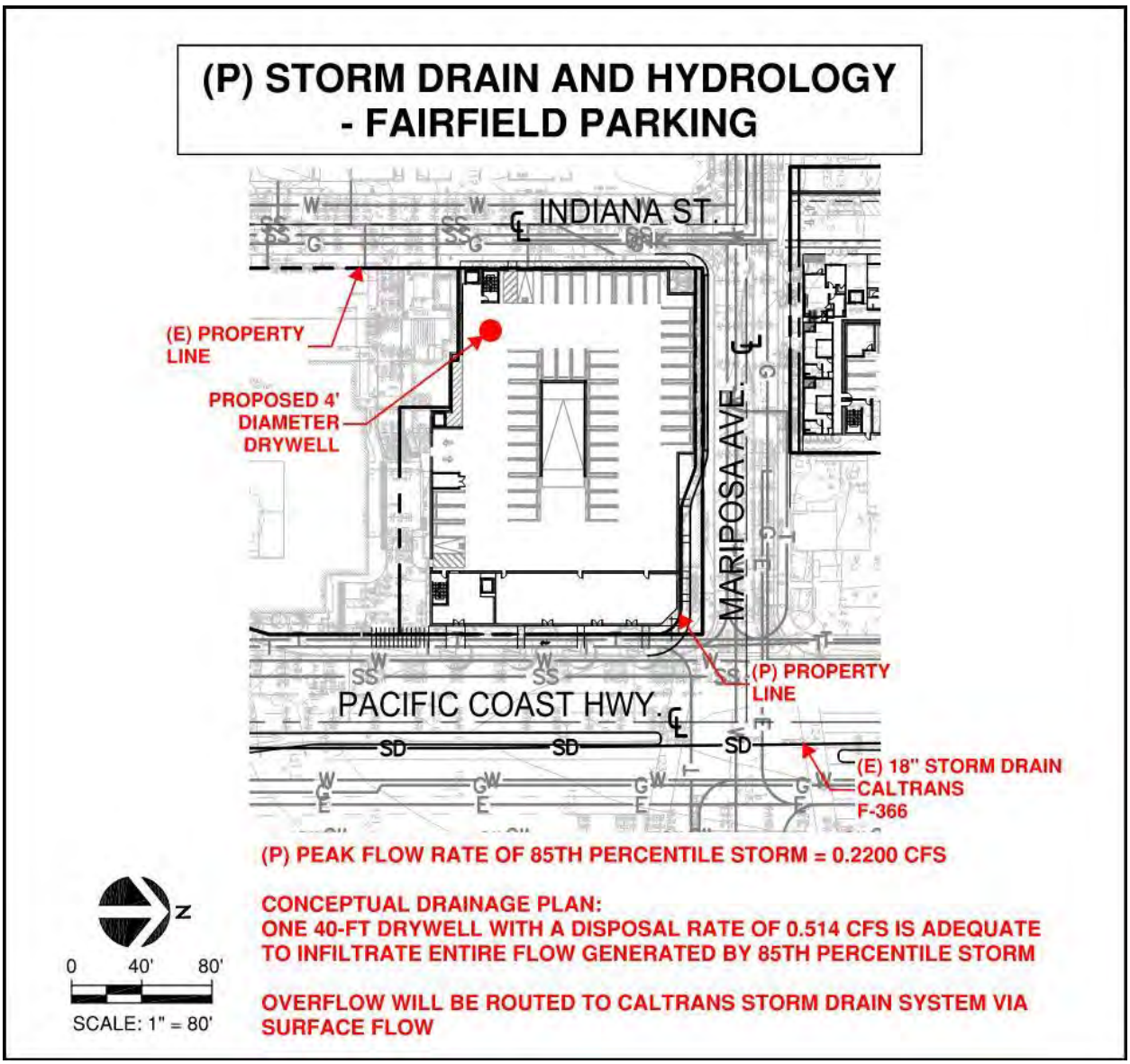

EXHIBIT 10D
CONCEPTUAL DRAINAGE PLAN
FAIRFIELD PARKING SITE IN THE PCC COM-3 DISTRICT

(Source: KPFF)

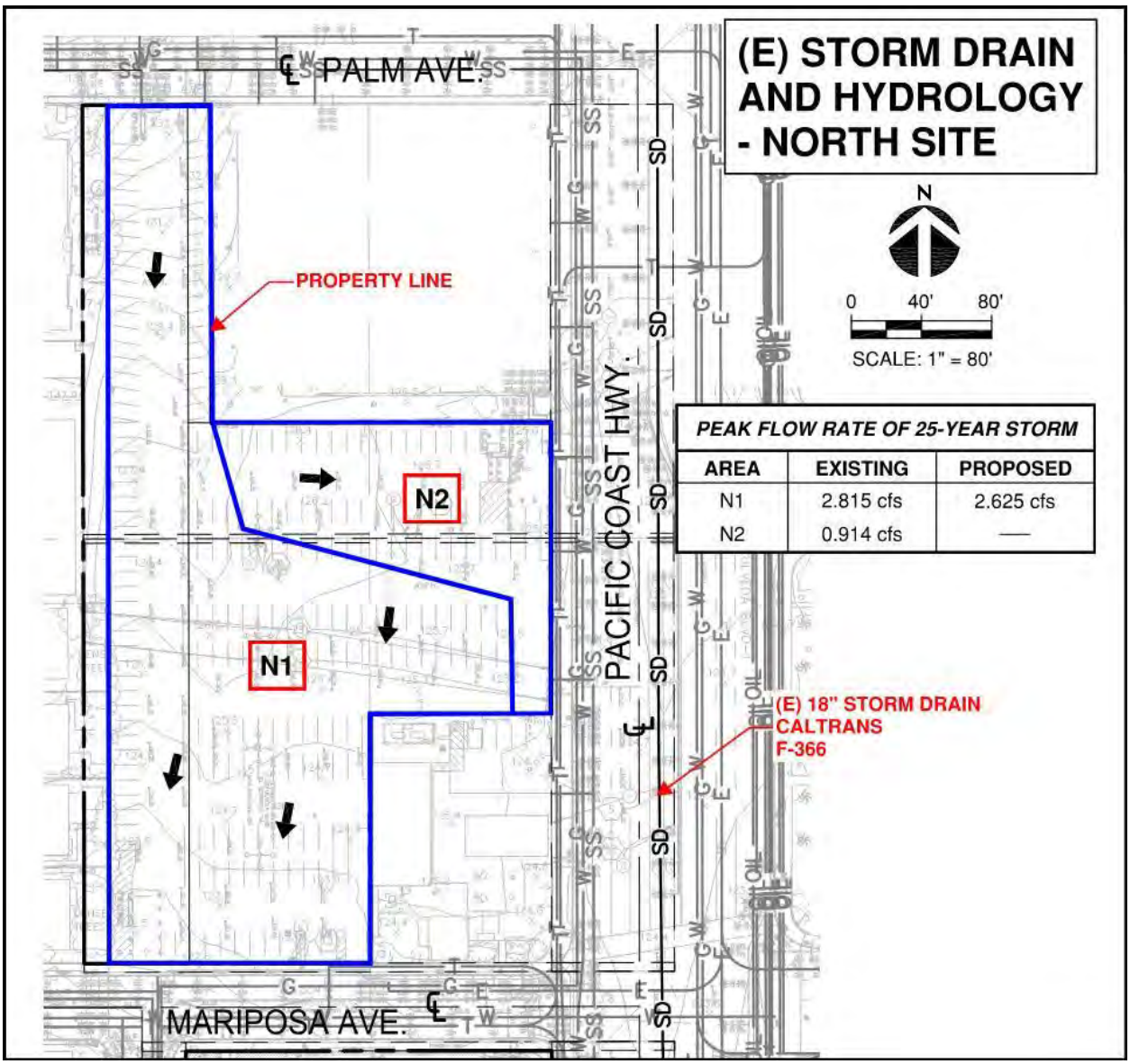

EXHIBIT 10E
EXISTING DRAINAGE PLAN
NORTH SITE IN THE PCC MU-2 DISTRICT

(Source: KPFF)

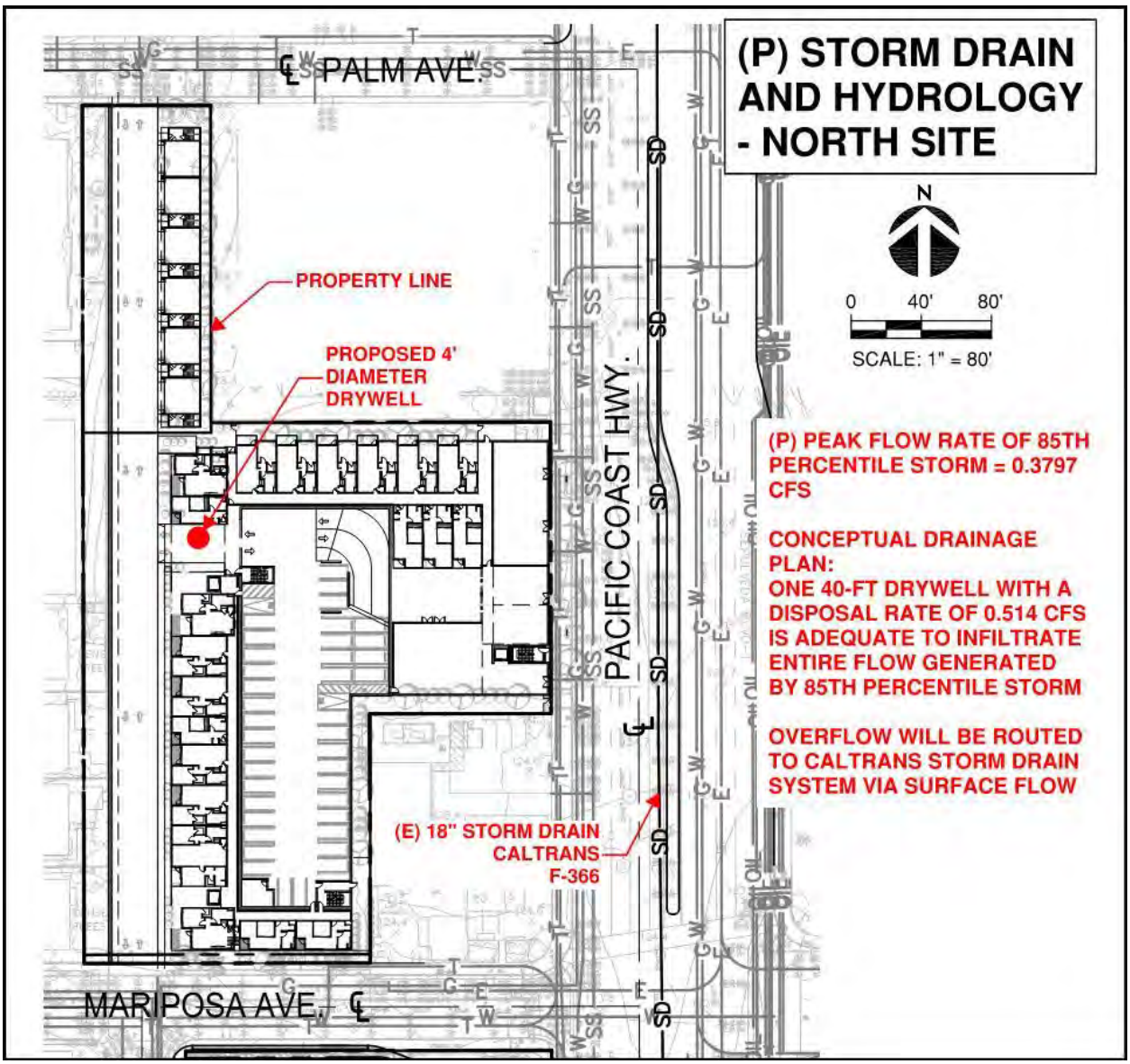

EXHIBIT 10F
CONCEPTUAL DRAINAGE PLAN
NORTH SITE IN THE PCC MU-2 DISTRICT

(Source: KPFF)

E. GAS

EXISTING CONDITION

Natural gas service is provided by Southern California Gas Company (SoCal Gas) and is currently available within the developed portions of the site and in streets surrounding the project site. Specifically, existing SoCal Gas utilities are located in the following streets adjacent to the project site: Pacific Coast Highway, Palm Avenue, Mariposa Avenue, Indiana Street, and Holly Avenue.

PROPOSED CONDITION

The existing gas service will be maintained and future gas service will be provided through private gas service line connections to the SoCal Gas utilities (public main line(s)) in the surrounding streets that include Pacific Coast Highway, Palm Avenue, Mariposa Avenue, Indiana Street, and Holly Avenue. The private gas service lines will be secured by easements with SoCal Gas.

A conceptual plan has been developed for the Specific Plan area (refer to Exhibits 11A, 11B, and 11C, *Conceptual Electric, Gas & Telecommunication Plan South Site, Conceptual Electric, Gas & Telecommunication Plan Fairfield Parking Site, and Conceptual Electric, Gas & Telecommunication Plan North Site respectively*).

F. ELECTRIC

EXISTING CONDITION

Electric power is provided by Southern California Edison (SoCal Edison) to the Specific Plan area through an underground utility conduit system in the streets adjacent to the project site including Pacific Coast Highway and Mariposa Avenue.

PROPOSED CONDITION

SoCal Edison has existing underground electrical utilities in the streets adjacent to the project site, including Pacific Coast Highway and Mariposa Avenue. New underground utility conduit systems will be needed to intercept the existing underground electric system and provide electrical power to the proposed improvements. An easement will be granted to SoCal Edison for access and maintenance. Final locations and points of connection for the electrical system will be based on a final approved SoCal Edison design. A conceptual plan has been developed for the Specific Plan area (refer to Exhibits 11A, 11B, and 11C, *Conceptual Electric, Gas & Telecommunication Plan South Site, Conceptual Electric, Gas & Telecommunication Plan Fairfield Parking Site, and Conceptual Electric, Gas & Telecommunication Plan North Site respectively*).

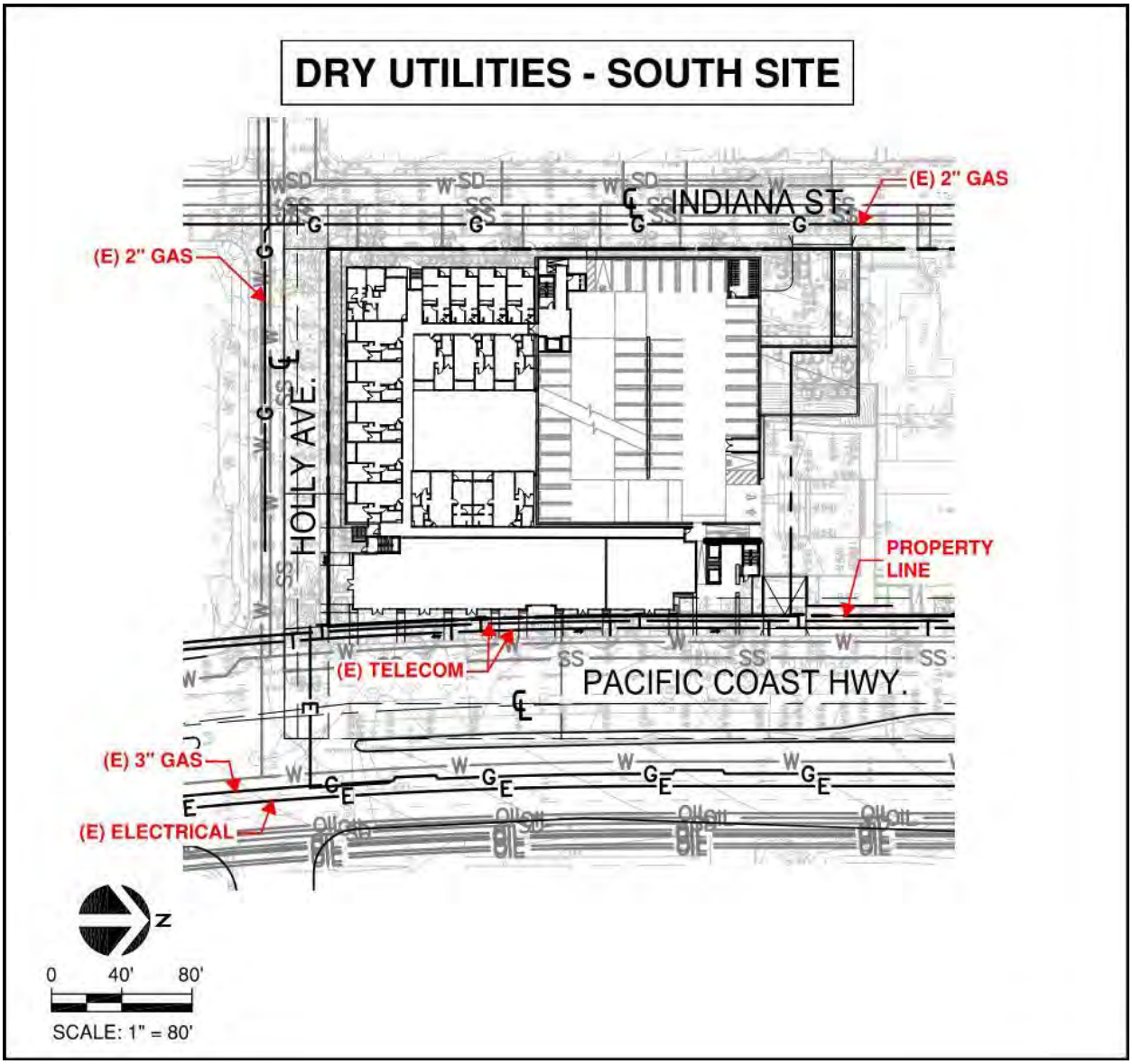

EXHIBIT 11A
CONCEPTUAL ELECTRIC, GAS AND TELECOMMUNICATIONS PLAN
SOUTH SITE IN THE PCC MU-1 DISTRICT

(Source: KPFF)

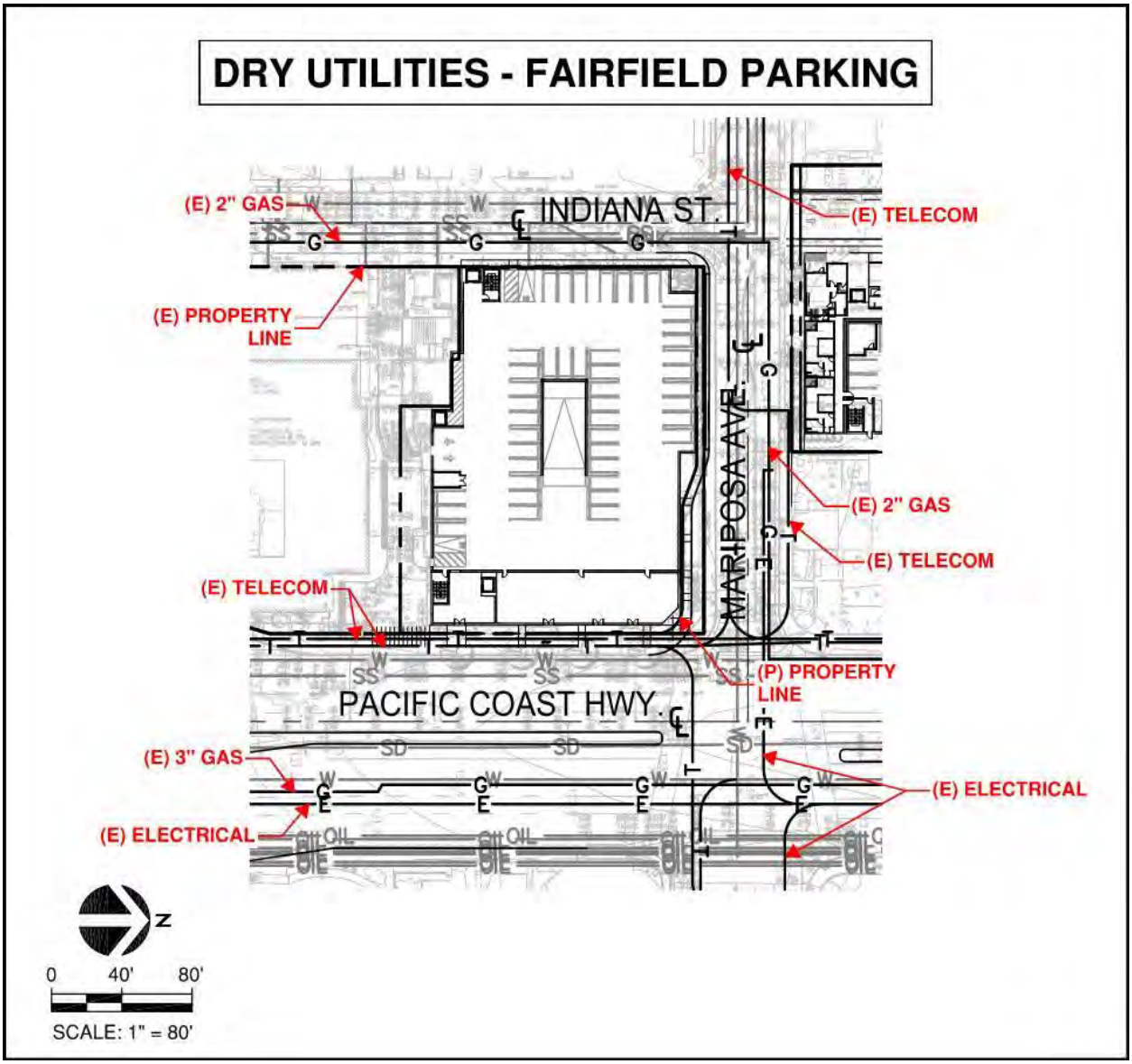

EXHIBIT 11B
CONCEPTUAL ELECTRIC, GAS AND TELECOMMUNICATIONS PLAN
FAIRFIELD PARKING SITE IN THE PCC COM-3 DISTRICT

(Source: KPFF)

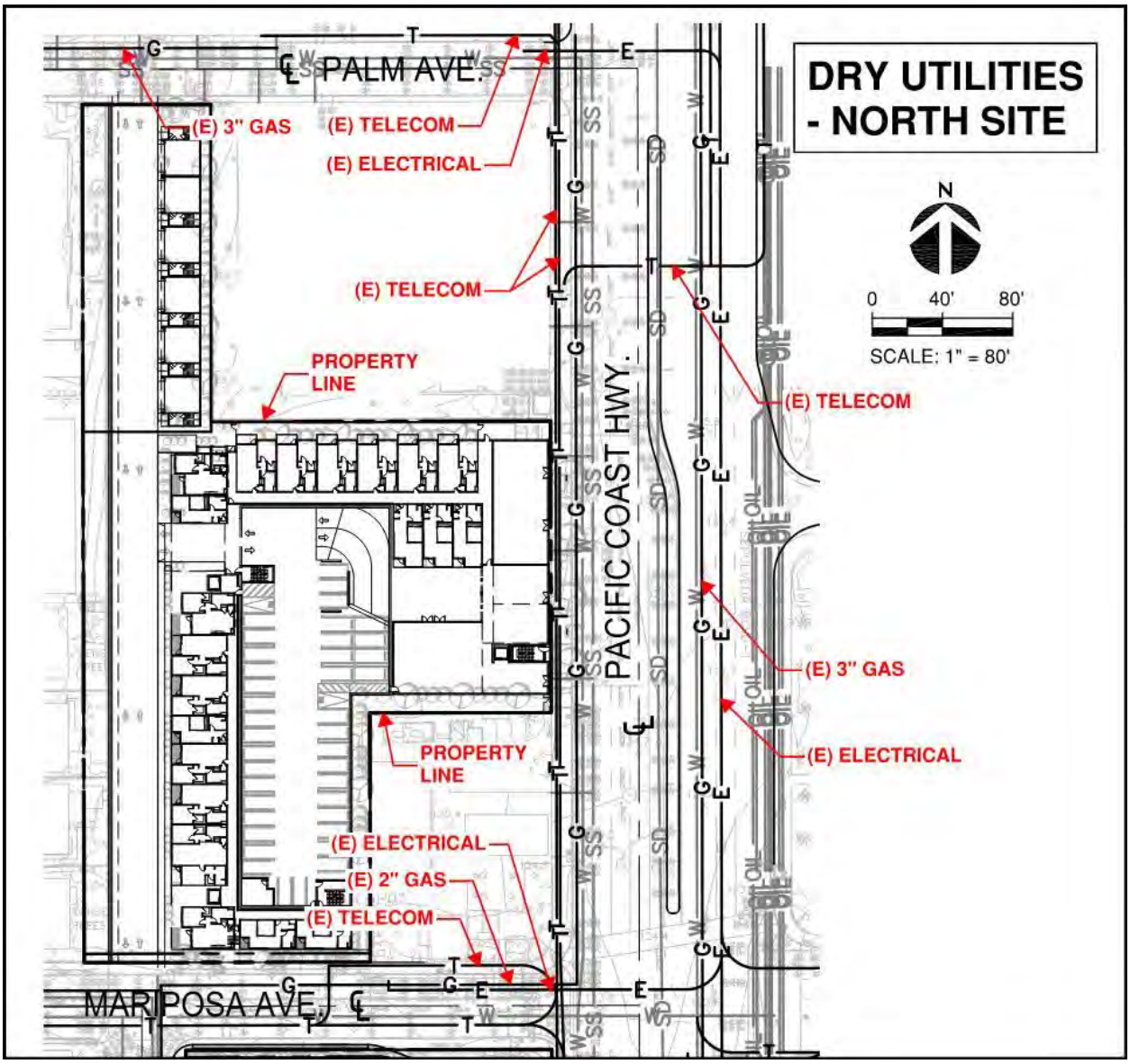

EXHIBIT 11C
CONCEPTUAL ELECTRIC, GAS AND TELECOMMUNICATIONS PLAN
NORTH SITE IN THE PCC MU-2 DISTRICT

(Source: KPFF)

G. TELECOMMUNICATIONS UTILITIES

EXISTING CONDITION

Cable and telecommunication service is provided by Sonify, Velocity, Verizon, CenturyLink, and Charter Communications in the vicinity of the Specific Plan area. Verizon and CenturyLink currently have underground facilities in Pacific Coast Highway. Charter Communications has a combination of aerial and underground facilities in Indian Street, Mariposa Avenue, Palm Avenue and Holly Avenue. Velocity provides phone and internet service to the Aloft and the Fairfield Inn and Suites hotels. Currently, Sonify provides television service to the Aloft and Fairfield Inn and Suites hotels.

PROPOSED CONDITION

It is anticipated that Velocity and Sonify would continue to provide service to the Aloft and the Fairfield Inn and Suites hotels. Charter Communications has indicated that it may provide service to the project, but will need to perform an investigation of the area to confirm that it is feasible. New underground utility conduit systems will intercept the existing underground telecommunications system and provide services to the proposed buildings. An easement will be granted to the telecommunication companies for access and maintenance. Final locations and points of connection for the telecommunications system will be based on a final approved design by the telecommunications providers. A conceptual plan has been developed for the Specific Plan area (refer to Exhibits 11A, 11B, and 11C, *Conceptual Electric, Gas & Telecommunication Plan South Site, Conceptual Electric, Gas & Telecommunication Plan Fairfield Parking Site, and Conceptual Electric, Gas & Telecommunication Plan North Site respectively*).

H. SOLID WASTE DISPOSAL

EXISTING CONDITION

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

FUTURE CONDITION

Development within the Specific Plan would contract with a provider. Landfill capacity is adequate for assumed population and residential 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

Fire protection services are provided by the El Segundo Fire Department which has two stations.

Fire Station 1 is located at 314 Main Street (next to City Hall) which is 1.1 miles from the Specific Plan area. Fire Station 2 is located at 2261 East Mariposa Avenue (at Mariposa Avenue and Douglas Street) which is 0.8 miles from the Specific Plan area. The provision of water for fire suppression is provided by on-site building sprinklers and from several off-site fire hydrants.

FUTURE CONDITION

Buildings will have sprinkler systems as required by the ESMC. Additional fire hydrants will be provided in addition to existing hydrants to provide coverage for portions of the proposed buildings that are in excess of 150 feet from a public hydrant. Spacing between fire hydrants for the South Site (in the PCC Mixed-Use 1 (PCC MU-1) land use district), Fairfield Parking Site (in the PCC Commercial-3 (PCC COM-3) land use district), and in the North Site (in the PCC Mixed-Use 2 (PCC MU-2) land use district) will be 300 feet for public fire hydrants. The North Site will have a minimum of 3 hydrants. The Fairfield Parking Site will have a minimum of 1 hydrant and the South Site will have a minimum of 3 hydrants. Fire hydrant requirements are discussed in greater detail above in "Section IV-A Water Service" of this Specific Plan. 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.

V. DESIGN GUIDELINES

These design guidelines are intended as "guidelines" instead of "development regulations." Consequently, strict compliance is not required. These design guidelines apply only to new construction (not applicable to existing buildings and site improvements in the PCC MU-1, PCC COM-1, PCC COM-2, and PCC COM-3 land use districts) and site areas that are modified as of the effective date of this Specific Plan. 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 Pacific Coast Commons Specific Plan.

A. DESIGN OBJECTIVES

Design Guidelines for the Pacific Coast Commons 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 residential and commercial development within the Specific Plan area.
- 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 and commercial areas and schools.

1. Site Planning

a. The arrangement of new buildings, parking and circulation areas should recognize the particular characteristics of the site and should create a cohesive identity.

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., maintenance and storage 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 should be incorporated, including pedestrian walkways.

e. Buildings should be arranged to create opportunities for outdoor amenities (e.g., plazas, courtyards, outdoor eating areas, etc.) where appropriate and feasible.

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 identifying features, (e.g., prominent landscape features 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. Surface parking lots adjacent to and visible from public streets should incorporate landscaping to minimize undesirable visual impacts.

e. Surface parking areas should be enhanced and visually broken up through the use of canopy trees and landscape improvements and to reduce the effects of heat gain.

f. Parking lot and driveway design is encouraged to include water quality storm water facilities consistent with City standards.

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 character.

b. The orientation of the newly constructed buildings should facilitate and encourage pedestrian activities.

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. Building entrances should be readily identifiable. The use of recesses, projections, columns, and other design elements to articulate entrances is encouraged.

g. Facades should include 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 buildings if visible from the adjacent streets (Pacific Coast Highway, Mariposa Avenue, Holly Avenue, Indiana Street, and Palm Avenue) and the western facing building facades in the PCC Mixed-Use 2 (PCC MU-2) land use district.

h. The exterior surfaces of buildings for the ground floor must be protected with anti-graffiti coating where not screened by shrubs, vines and trees.

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, fiber cement siding, 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 should 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. Sound attenuation walls should be used where appropriate to reduce noise where required by code or the Project's environmental analysis.

c. Utility and mechanical equipment should 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 rights-of-way should 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 should be completely screened from public view from public rights-of-way with solid walls, wood, and/or landscaping.

f. Ground mounted enclosures should be protected with anti-graffiti coating where not screened by shrubs, vines and trees.

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 minimize 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:

i. Minimize horizontal and vertical banding by balancing both horizontal and vertical elements.
ii. Design 'green screens' to provide visual relief.
iii. Use simple, clean geometric forms, and coordinated massing.
iv. Size openings in the parking garage to resemble large windows as in an office building.
v. Use masonry materials that are predominantly light in color but avoid unpainted concrete. Use of accent materials is encouraged.
vi. Avoid a sloping ramp appearance by providing level and uniform spandrels.
vii. 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. Lighting levels should be equally distributed to provide uniform illumination over all parking areas.

f. Light sources should be shielded so that the source of the illumination is not seen from outside the structure.

g. The ground floor level of any parking structure must be protected with anti-graffiti coating.

7. Landscaping

A Landscape Plan must be provided to the City concurrently with each site plan review submittal.

General

a. All areas not covered by buildings, parking structures, walkways, driveways, drive aisles, fire lanes, parking spaces, and service areas should be landscaped (with drought tolerant plantings and sustainable hardscapes in accordance with the City's water conservation requirements).

b. 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.

c. Landscaping at the perimeter of buildings is encouraged to soften the transition between building and adjacent uses and between building and the public right-of-way where feasible. Parking lot landscaping must be distributed evenly to the extent feasible to provide for consistent design and

shading.

d. 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.

e. Placement of landscaping should not interfere with the lighting of the Project area or restrict access to utilities.

f. Landscaping should be utilized to define edges, buffer adjacent properties, screen parking areas and storage areas.

g. Trees must adequately shade parking lots and provide sufficient area for water quality requirements.

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

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

On-site storm water capture system

j. 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.

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. Walls and fences that are not screened by vines, shrubs and trees should be protected with anti-graffiti coating.

9. Lighting Design

a. The type and location of parking structure, parking area, building and drive aisle/fire lane lighting should prevent direct glare on to adjacent residential properties.

b. Pedestrian scale lighting should be present at all entries, plazas, courtyards, parking lots, parking structures, 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. The character of signage, including the location, size, height, design and lighting should be in keeping with the architectural character and monument style of the overall Project.

b. Signs should make a positive contribution to the desired character of the Project and provide for clear identification and wayfinding.

c. Incorporate pedestrian level signage where appropriate throughout the commercial areas in the Specific Plan.

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 VI-1
Allowable Uses

Use	PCC MU-1	PCC COM-1	PCC COM-2	PCC COM-3	PCC MU-2
Bars (in conjunction with a Hotel)	-	CUP	CUP	CUP	-
Cafes	P	P	P	P	P
Conference Facility/Conference Rooms (in conjunction with a Hotel)	-	P, A	P, A	P, A	-
Fitness Facility or Private Training Studio	P	A	A	P	P
General Offices	P, A	P, A	A	A	P, A
General Storage	A	A	A	A	A
Hotels	-	CUP	CUP	CUP	-
Maintenance Buildings/Facilities (in conjunction with a Hotel or in in conjunction with a multiple-family residential building)	A	A	A	A	A
Medical/Dental Offices	P	-	-	P	P
Multiple-family residential lease office	P	-	-	-	P
Multiple-family residential dwellings (apartments, townhomes)	P	-	-	-	P

Off-site sale of alcohol at retail establishments	AUP	AUP	AUP	AUP	AUP
On-site sale and consumption of alcohol at restaurants and cafes	AUP	AUP	AUP	AUP	AUP
On-site sale and consumption of alcohol at bars, other than wine bars	-	CUP	CUP	CUP	-
On-site sale and consumption of alcohol at wine bars	CUP	CUP	CUP	CUP	CUP
Outdoor Dining	A	A	A	A	A
Parking structures and surface parking lots	A	A	A	A	A
Recreational facilities or multipurpose recreational building or room accessory to multi-family residential uses or hotels	A	A	A	A	A
Restaurants, full service	P	A	A	P, A	P
Restaurants, fast food	P	A	P, A	P, A	P
Retails Sales - including convenience stores and General Retail Stores (excluding building material stores, warehouse retail showrooms, and off-site sale alcohol sales)	P, A	A	A	P, A	P, A
Retail Services (including Personal Services and Business and Consumer Support Services)	P, A	A	A	P, A	P, A
Wireless Communications Facilities (Pursuant to ESMC Chapter 15-19)	AUP, CUP	AUP, CUP	AUP, CUP	AUP, CUP	AUP, CUP
Any use customarily incidental to a permitted use	A	A	A	A	A
All uses that are not permitted, conditionally permitted or determined to be similar uses as specified above.	-	-	-	-	-

AUP	**Administrative Use Permit**
A	**Permitted Accessory Use**
CUP	**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.

B. DEVELOPMENT STANDARDS

1. Lot Area

a. The minimum building lot area is 10,000 gross square feet in all land use districts.

2. Height

a. Buildings and structures within the PCC Mixed-Use 1 (PCC MU-1) land use district in the Specific Plan cannot exceed 90 feet in height including elevator/stairwell roof projections, measured from lowest finished grade to the highest point of measurement. Light standards on roof level parking areas and roof level recreational facilities/open space areas are permitted and they cannot exceed 14 feet in height. Exceptions to building height are permitted in accordance with ESMC §15-2-3.

b. Buildings and structures within the PCC Commercial-1 (PCC COM-1) land use district in the Specific Plan cannot exceed 105 feet in height, measured from lowest finished grade to the highest point of measurement. Exceptions to building height are permitted in accordance with ESMC §15-2-3.

c. Buildings and structures within the PCC Commercial-2 (PCC COM-2) land use district in the Specific Plan cannot exceed 115 feet in height, measured lowest finished grade to the highest point of measurement. Exceptions to building height are permitted in accordance with ESMC §15-2-3.

d. Buildings and structures within the PCC Commercial-3 (PCC COM-3) land use district in the Specific Plan cannot exceed 68 feet in height including elevator/stairwell roof projections, measured from lowest finished grade to the highest point of measurement. Light standards on roof level parking areas are permitted and they cannot exceed 14 feet in height. Exceptions to building height are permitted in accordance with ESMC §15-2-3.

e. Buildings and structures within the PCC Mixed-Use 2 (PCC MU-2) land use district in the Specific Plan cannot exceed 85 feet in height including

elevator/stairwell roof projections, measured from lowest finished grade to the highest point of measurement. Light standards on roof level parking areas and roof level recreational facilities/open space areas are permitted and they cannot exceed 14 additional feet in height. Exceptions to building height are permitted in accordance with ESMC §15-2-3.

3. Setbacks

a. Pacific Coast Highway: Building and structures within the PCC Mixed-Use 1 (PCC MU-1) land use district, the PCC Commercial-1 (PCC COM-1) land use district, the PCC Commercial-2 (PCC COM-2) land use district, the PCC Commercial-3 (PCC COM-3) land use district, and the PCC Mixed-Use 2 (PCC MU-2) land use district in this Specific Plan must be setback a minimum of zero feet (0') from the adjoining public right-of-way of Pacific Coast Highway.

b. Mariposa Avenue (north and south sides): Buildings and structures within the PCC Commercial-3 (PCC COM-3) land use district in this Specific Plan must be setback a minimum of zero feet (0') from the adjoining public right-of-way of Mariposa Avenue. Buildings and structures within the PCC Mixed-Use 2 (PCC MU-2) land use district in this Specific Plan must be setback a minimum of zero feet (0') from the adjoining public right-of-way of Mariposa Avenue.

c. Holly Avenue: Buildings and structures within the PCC Mixed-Use 1 (PCC MU-1) land use district in this Specific Plan must be setback a minimum of zero feet (0') from the adjoining public right-of-way of Holly Avenue.

d. Indiana Street: Building and structures within the PCC Mixed-Use 1 (PCC MU-1) land use district, the PCC Commercial-1 (PCC COM-1) land use district, the PCC Commercial-2 (PCC COM-2) land use district, and the PCC Commercial-3 (PCC COM-3) land use district in this Specific Plan must be setback a minimum of zero feet (0') from the adjoining public right-of-way of Indiana Street.

e. Palm Avenue: Buildings and structures within the PCC Mixed-Use 2 (PCC MU-2) land use district in this Specific Plan must be setback a minimum of zero feet (0') from the adjoining public right-of-way of Palm Avenue.

f. Interior Setbacks: Minimum interior setbacks for buildings and structures in the PCC Commercial-1 (PCC COM-1), the PCC Commercial-2 (PCC COM-2) and the PCC Commercial-3 (PCC COM-3) land use districts within the Specific Plan must be setback a minimum of zero feet (0'). Parking and loading spaces must maintain a minimum of zero feet (0').

g. Interior Setbacks in the PCC Mixed-Use 1 (PCC MU-1) land use district:

Buildings and structures in the PCC Mixed-Use 1 (PCC MU-1) land use district within the Specific Plan must maintain a minimum of zero feet (0') from each interior lot line. Parking and loading spaces may maintain a minimum of zero feet (0').

h. Interior and Rear Setbacks in the PCC Mixed-Use 2 (PCC MU-2) land use district: The apartment building and townhomes in the PCC Mixed-Use 2 (PCC MU-2) must maintain a minimum of forty-one feet (41') from the western lot line. The apartment building and townhomes must maintain a minimum of ten feet (10') and balconies, decks and patios must maintain a minimum of five feet (5') from all other interior lot lines except that only a minimum of 3 feet (3') is required from the interior property line between the 2 parcels in the PCC Mixed-Use 2 (PCC MU-2) land use district. Accessory buildings in the PCC Mixed-Use 2 (PCC MU-2) land use district within the Specific Plan must maintain a minimum of ten feet (10') from each interior or rear lot line. Structures in the PCC Mixed-Use 2 (PCC MU-2) land use district within the Specific Plan must maintain a minimum of three feet (3') from each interior or rear lot line. Fences and walls may be located at zero feet (0'). Parking and loading spaces may maintain a minimum of 0 feet (0') from the interior property line between the 2 parcels in the PCC Mixed-Use 2(PCC MU-2) land use district.

i. Exceptions to setback requirements are permitted subject to the requirements of ESMC § 15-2-7 Open Space Areas and Encroachments, and as permitted in Sections VI(D) and VI(E) of this Specific Plan.

4. Lot Frontage

a. A minimum of 100 feet of frontage must be provided for all lots on a dedicated public street, except that only a minimum of 50 feet of frontage must be provided for a lot with frontage on Palm Avenue. Lot frontage only applies to ground parcels and not to airspace parcels.

5. Residential Density

a. A maximum of 120 dwelling units is permitted in the PCC Mixed-Use 1 (PCC MU-1) land use district.

b. A maximum of 143 dwelling units is permitted in the PCC Mixed-Use 2 (PCC MU-2) land use district.

6. Floor Area

Floor area shall be based upon the net floor area definition established in this Section VI(B)(6)(f) below.

a. The maximum floor area permitted in the PCC Mixed-Use 1 (PCC MU-1) land use district is 2.70:1.

b. The maximum floor area permitted in the PCC Commercial-1 (PCC COM-1) land use district is 2.51:1.

c. The maximum floor area permitted in the PCC Commercial-2 (PCC COM-2) land use district is 2.28:1.

d. The maximum floor area permitted in the PCC Commercial-3 (PCC COM-3) land use district is 0.16:1.

e. The maximum floor area permitted in the PCC Mixed-Use 2 (PCC MU-2) is 2.29:1.

f. Net floor area consists of the area of all floors, stories or levels, as measured to the interior of a building's perimeter walls. Space devoted to the following is not included when determining the total net floor area within a building or structure:

1. Balconies, decks, patios, porches and verandas that are covered up to a cumulative total of 100 square feet per unit for multiple-family residential dwellings in the in the PCC MU-1 and PCC MU-2 land use districts;
2. Balconies, decks, patios, porches and verandas that are covered up to a cumulative total of 300 square feet per townhome unit in the PCC MU-2 land use district;
3. Elevator shafts;
4. Stairwells and stairway enclosures;
5. Courts, courtyards or atriums;
6. Rooms exclusively holding building operating equipment;
7. Parking spaces at or above grade and access thereto;
8. Structures or portions of buildings or structures devoted exclusively for parking;
9. Restrooms in common areas of nonresidential buildings; and
10. Up to 500 square feet of interior floor area of an attached garage per townhome unit in the PCC MU-2 land use district.

g. 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. Covered balconies, decks, patios, porches and verandas for residential uses up to a cumulative total of 100 square feet for multiple-family residential dwellings per unit and 300 square feet per townhome unit are excluded.

6. Walls and Fences

a. All walls and fences must comply with ESMC § 15-2-4 except as specified in Section VI(B)(2) of this Specific Plan and except that the maximum height of retaining walls in the PCC Mixed-Use 1 (PCC MU-1) land use district cannot exceed 15 feet.

b. Razor wire is not permitted.

c. Chain link fencing is not permitted that is visible from any public rights-of-way.

8. **Accessory Structures**

a. Trash and recycling areas, outdoor storage areas, utility and mechanical equipment, rooftop and ground mounted equipment, transformers and similar structures are permitted subject to screening requirements in ESMC § 15-2-8 and the Design Guidelines in Section V.A(5) of this Specific Plan.

b. Other permitted accessory structures include architectural landscape features per Section VI(E) Landscaping of this Specific Plan and playground equipment.

C. CIRCULATION

1. Public streets must be designed and constructed in accordance with the General Plan and in the overall right-of-way size identified in the Street Classification and Standards (Exhibit C-8) in the Circulation Element of the General Plan or as exempted or a waiver granted subject to the regulations in ESMC Chapter 15-24A Right of Way Dedications and Improvements. No private streets are located within the Specific Plan area. A portion of one public street, Mariposa Avenue (a commercial collector), bisects the northern and southern portions of the Specific Plan area. Streets that adjoin the boundaries of the Specific Plan area include Pacific Coast Highway (a major arterial street that is a Caltrans owned State Highway Facility), Holly Avenue, Indiana Street and Palm Avenue. Holly Avenue, Indiana Street and Palm Avenue are classified as local streets. A portion of Mariposa Avenue between Indiana Street and Pacific Coast Highway is proposed to be expanded on the south side of the street to include a dedicated right turn lane (eastbound on Mariposa Avenue to southbound on Pacific Coast Highway.

D. PARKING AND LOADING

1. Parking and loading must be provided in accordance with the requirements of ESMC Chapter 15-15, except as provided below:

a. Multiple-family Residential Parking: A minimum of 1 parking space will

be provided for each studio unit. A minimum of 1.5 parking spaces will be provided for each one-bedroom unit. A minimum of 2 parking spaces will be provided for each two-bedroom unit. A minimum of 1/3 of a parking space per residential unit will be provided for guest parking. Guest parking for multiple-family residential uses may be co-located and shared with parking for commercial uses. Required non-guest multiple-family residential parking is permitted to be shared with parking that is required for commercial uses up to a maximum of five percent (5%) of the total required parking. The maximum five percent (5%) of shared multiple-family residential parking is based upon the total parking provided within the entire Specific Plan area and is not calculated for individual lots.

b. Multiple-family Residential Parking for Affordable Units: A minimum of 0.5 parking spaces will be provided for each studio unit. A minimum of 1 parking space will be provided for each one-bedroom unit. A minimum of 1.5 parking spaces will be provided for each two-bedroom unit. No guest parking spaces will be required for affordable units.

c. Multiple-family Residential Parking for Townhomes (Condominiums): Townhomes will be provided a two-car garage. A minimum of 1/3 of a parking space per residential unit will be provided for guest parking.

d. The number of parking spaces required for uses other than multiple-family uses specified above will be determined based upon review and approval of a parking demand study which may include shared use analysis.

e. Compact Parking: Compact parking is permitted for a maximum of twenty percent (20%) of spaces for residential and commercial uses.

f. Tandem Parking: Tandem parking is permitted for a maximum of twenty percent (20%) of spaces for residential uses.

g. Vehicle Lifts: Vehicle lifts are permitted for a maximum of ten percent (10%) of parking spaces for multiple-family residential and hotel uses. Vehicle lifts are not permitted for other commercial and retail uses. Vehicle lifts would be permitted in parking structures. A vehicle lift may only be used to store two (2) vehicles vertically where a minimum vertical height clearance in the parking structure is a minimum of fourteen feet (14') clear of obstructions. Both the upper and lower space where a lift is used count toward the maximum percentage. A vehicle lift may be permitted only with a key locking mechanism and an automatic shutoff safety device which is installed in accordance with manufacturer specifications. Maintenance of vehicle lifts is required in accordance with manufacturer specifications. Lifts shall be maintained in good working condition. Lifts shall be maintained through either a maintenance contract or self-performance and they may be inspected by the City of El Segundo.

h. Loading Spaces: Two small truck loading spaces (as defined in ESMC Section 15-15-7 are required in the PCC Mixed-Use 1 (PCC MU-1) land use district to serve the multiple-family residential and commercial uses. Two small truck loading spaces are required in the PCC Mixed-Use 2 (PCC MU-2) land use district to serve the multiple-family residential and commercial uses. One small truck loading space is required for the commercial uses in the PCC Commercial-3 (PCC COM-3) land use district.

i. Parking Space Dimensions (for All Residential and Commercial Uses): All standard parking spaces must be a minimum of 8'-6" in width by 18'-0" in length. All compact parking spaces must be a minimum of 8'-6" in width by 15'-0" in length.

j. Off-site parking and off-site loading is permitted. The parking and loading spaces must be located on private property within the boundary of the Specific Plan area it serves unless otherwise approved by the Planning Commission. A written agreement must be executed by all parties concerned, and recorded to the satisfaction of the Director of Development Services and the City Attorney assuring the continued availability of the number of parking spaces and loading spaces located off-site. Reciprocal access easements or covenants must be recorded for contiguous lots before issuance of a building permit and must be shown or noted on the applicable site plans.

k. Parking lots and driveways may straddle lot lines subject to provisions in a reciprocal parking and access easement or covenant. Driveways that connect parking lots with a right-of-way may encroach into a required landscape setback. Such documents must provide provisions for shared maintenance.

2. Preferential parking must be provided for carpools and vanpools.

3. Bicycle parking and EV Charging must comply with the stricter of ESMC Chapters 15-15 and 15-16 or Cal Green Code.

E. LANDSCAPING

This section will ensure that adequate landscaping area and permanent maintenance is provided for the development.

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

A Landscape Master Plan must be prepared for each sub-district of the Specific Plan area to ensure a unified appearance implementing the intent of the Design Guidelines and objectives of this Specific Plan. The Landscape Master Plan must be prepared by a licensed landscape architect and it must be submitted to the City concurrently with the first site plan review within the Specific Plan area.

ALL LANDSCAPING

1. Landscaping must conform to the City's Water Conservation in Landscaping requirements as set forth in ESMC Chapter 15-15A.

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 except for entrances to buildings and any other required paved areas. 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. Landscaping must be provided in all property perimeter areas except where buildings, driveways, pedestrian walkways, driveway visibility and corner clearance areas are located. One shade tree must be provided for every 25 feet of street frontage where landscaping is provided. One shade tree must be provided for every 25 feet along interior property lines where landscaping is provided in the PCC Mixed-Use 2 (PCC MU-2) land use district. Trees are not required to be evenly spaced.

2. The following encroachments are permitted into the landscaped setback areas:

    a. "Architectural landscape features" including fountains, water features and waterfalls, free-standing arbors/pergolas, and similar features, may encroach into the landscaped setback area subject to site plan review, provided a minimum landscaped setback of three 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 surface parking lots. Landscaping in the VUAs must cover a minimum of five percent of the VUA and be distributed throughout the VUA for any new surface parking lots. Such landscaping is in addition to the required property perimeter and building perimeter landscaping.

    a. Planting areas containing trees must have a minimum width of 5 feet except

for existing planting areas. Trees are required to provide shade.

MINIMUM SIZES FOR PLANT MATERIAL

1. The minimum tree container size for all trees on site shall be provided as follows:

a. At least twenty percent (20%) of the trees must be thirty-six inch (36") box size or larger.

b. At least thirty percent (30%) of the trees must be twenty-four inch (24") box size or larger.

c. The remaining fifty percent (50%) must be fifteen (15) gallon size or larger.

d. The Director of Development Services may approve smaller tree container sizes than required based on site conditions, however no tree may be smaller than a fifteen (15) gallon size.

2. Shrubs must be planted from a minimum five (5) gallon size container. One (1) gallon size containers may be allowed for shrubs that are not commonly available in five (5) gallon size containers, subject to approval by the Director of Development Services.

F. COMMON RECREATION FACILITIES/OPEN SPACE AND PRIVATE OPEN SPACE

Common recreation facilities/open space and private open space are required for multiple-family residential uses in the PCC Mixed-Use 1 and PCC Mixed-Use 2 districts. Common recreation facilities/open space are not required for the townhomes.

Common recreation facilities/open space are facilities that are accessible to all multiple-family residential unit occupants. Common recreation facilities may include indoor and/or outdoor areas. Indoor areas may include, but are not limited to, gyms or fitness areas, indoor pools, indoor spas and saunas, multi-purpose recreation and community rooms and similar facilities.

Private open space includes decks, patios and balconies that are accessible from the multi-family residential unit or townhome unit and exclusively devoted to that unit. There is no requirement to provide private open space for each multiple-family residential unit, however, any private open space that is provided must meet minimum dimensions. In order to count towards these requirements, the minimum dimensions for any private open space shall be 5 feet in width by 5 feet in length.

Multiple-family residential units must provide an average of 100 square feet per unit in combined common recreation facilities/open space and private open space. Townhomes must provide a minimum of 100 square feet of total private open space. In order to count towards these requirements, the minimum dimensions of private open space for townhome units shall be 5 feet in width by 5 feet in length.

G. PUBLIC SAFETY

In an effort to ensure the safety of residents, employees and visitors to the Pacific Coast Commons Specific Plan area, the following strategies must be incorporated into site development:

1. Lighting must be adequate throughout the Specific Plan area 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.

H. SIGNAGE

1. Signage within the Specific Plan area must conform to the signage regulations of ESMC Chapter 15-18 except as established and approved in a Master Sign Program for each land use district in the Specific Plan. The existing Master Sign Program for the existing buildings in the Specific Plan area (for the Aloft and the Fairfield Inn and Suites hotels) remains in effect and is excluded from the Master Sign Program requirements for the new development.

2. Section 15-18-3 shall apply relating to exempt signs.

3. Neon signage is not permitted on any building façades facing west in the PCC Mixed-Use 1 land use district or on any building façade facing west in the PCC Commercial-3 land use district. Neon signage is not permitted on the Palm Avenue street frontage or on any building facades facing west in the PCC Mixed-Use 2 land use district between Mariposa and Palm Avenues or along the Palm Avenue.

4. The following signs are not permitted within the Specific Plan:

    - Balloons or other inflated devices or signs used in conjunction with commercial premises for commercial purposes; unless allowed by a temporary sign permit
    - Beacon signs
    - Billboards, as defined in the ESMC
    - Pole signs
    - Signs incorporating flashing or blinking lights
    - Signs that flash, rotate, pulsate or otherwise move in a way to create a traffic hazard
    - Signs that emit sounds, odor or visible matter such as smoke or steam
    - Strobe lights used in signs; and

- Trailer or portable signs except for sandwich board signs for restaurants.

5. A Master Sign Program for each land use district in the Specific Plan area must be developed and submitted for review and approval by the Director of Development Services concurrent with the first site plan review in that land use district within the Specific Plan. The Master Sign Program must include the following elements:

   - Master signage (entryways, common sign design throughout the Specific Plan area);
   - Sign standards developed for the mixed-use multiple-family residential and commercial development;
   - Provisions for wayfinding and decorative elements such as banners;
   - General features that all signs are required to comply with; and
   - Regulations for temporary signs (including construction signs).

I. SUSTAINABILITY

1. All new development must have buildings designed to be energy efficient to meet or exceed Title 24 requirements.
2. The Project parking lot areas must include storm water management practices that treat storm water runoff in compliance with the ESMC and all applicable law.
3. Bicycle parking must comply with the ESMC and Cal Green Code.
4. Exterior lighting must be energy efficient and designed to minimize light pollution.
5. Low-emitting building materials must be utilized.
6. Roof structures of new buildings must be designed to support solar panels.
7. Reclaimed water must be utilized for all landscaped areas if available and feasible.

J. ENCLOSED AND UNENCLOSED USES

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

1. Mechanical equipment provided they comply with the requirements of ESMC § 15-2-8.
2. Outdoor restaurants and cafes incidental to the permitted use, provided they comply with the provisions of ESMC § 15-2-16.

3. Recreation facilities customarily conducted in the open (including but not limited to pools and play equipment).

4. Outdoor private common area for residential developments.

5. Wireless communications facilities (including antennas, and dishes) provided they comply with the requirements of ESMC Chapter 15-19 subject to applicable law.

K. NON-CONFORMING USES AND BUILDINGS

Any existing uses, buildings, structures, parking areas, landscaping and signage located in the PCC Commercial-1 (PCC COM-1), PCC Commercial-2 (PCC COM-2), and PCC Commercial-3 (PCC COM-3) that become non-conforming at the time of adoption of this Specific Plan will be permitted to remain.

Until such time as building permits are issued for development of the Specific Plan, the existing food and beverage building may continue to be used for commercial, restaurant and meeting spaces.

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 Development Services may grant administrative use permits in accordance with ESMC Chapter 15-22.

2. The Director of Development Services may make other administrative determinations using the same procedures set forth in ESMC Chapter 15-22.

3. The Director of Development Services 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.

5. The Director of Development Services may grant off-site parking covenants between parcels within the Specific Plan area in accordance with ESMC Chapter 15-15.

6. The Director of Development Services may grant modifications to the number of parking spaces as determined in a parking demand study in accordance with Section VID of this Plan and ESMC Chapter 15-15.

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 Specific Plan approval.

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 5 feet;

d. 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;

e. Any change in the land use plan categories identified in Exhibit 5 of this plan;

f. Any decrease in the minimum required lot area;

g. Any decrease in the minimum required lot frontage;

h. Any material modification that requires modification to the EIR other than an Addendum; and

i. Any modification deemed by the Director of Development Services as a major modification 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 Development Services 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 infrastructure sizing based upon final engineering plans approved by the City.

- 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, and Design Guidelines of this Specific Plan, a Site Plan Review ("SPR") application shall be filed with the Development Services Department in accordance with ESMC Chapter 15-

30 except as specified below.

2. Site Plan Review - Procedure

a. The Director of Development Services may extend the Site Plan approval for up to two additional years for good cause upon written request of the applicant received prior to expiration of the site plan approval.

b. After the Site Plan is approved, the Director of Development Services 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 involve deviations from the design's intent.

3. 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 Development Services may exempt other activities not listed:

a. All interior changes and alterations

b. Exterior mechanical equipment (heating, air conditioning, water heater, transformers) designed with mechanical equipment screening compatible with the architecture of the building to which it is adjacent or affixed.

c. Minor exterior repairs with the same or similar types of building materials as determined by the Director of Development Services.

d. Minor surface parking area changes and restriping of parking stalls.

e. Re-glazing 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 Development Services

determines that the proposed amendment would substantially affect General Plan goals, policies, objectives or programs.

F. INFRASTRUCTURE IMPROVEMENTS/COORDINATION

The developer and/or property owner shall be responsible for making transportation and infrastructure utility improvements required by the Pacific Coast Commons Specific Plan. All improvements shall be to the specifications of the City of El Segundo Development Services Department, Public Works Department, and/or other applicable departments.

G. FINANCING MEASURES

Implementation and financing of improvements of the Pacific Coast Commons Specific Plan depend exclusively on private investment and development. The developer and/or property owner shall be responsible for financing the project, including all improvements and mitigation measures.

H. CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE

The Pacific Coast Commons 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	Floor Area
The Specific Plan, including the Conceptual Site Plan and Application Materials evaluated within the EIR document.	340,000 gross square feet (new development in Specific Plan)

The existing development located in the Pacific Coast Commons Specific Plan area totals 324,058 gross square feet (Fairfield Inn and Suites hotel is 217,311 gross square feet and the Aloft hotel is 106,747 gross square feet). A portion of the Fairfield Inn and Suites hotel will be demolished. More specifically, the 41,660 square-foot 2-story "food and beverage" building (that contains banquet room facilities, a restaurant and storage uses located at the southwest corner of Pacific Coast Highway and Mariposa Avenue) will be demolished leaving 282,398 square feet of existing development to remain within the Pacific Coast Commons Specific Plan area. The CEQA clearance indicated above analyzes the effects of a maximum of 340,000 gross square feet of new incremental development per the Specific Plan. Based upon the maximum allowable floor area in each land use district, the 340,000 square feet will be comprised of 150,000 gross square feet in the "PCC South" development site (PCC Mixed-Use 1 District), 5,000 gross square feet in the "Fairfield Parking" site (PCC COM-3 District), and 185,000 gross square feet in the "PCC North"

site (PCC Mixed-Use 2 District). The Development Project depicted in the Conceptual Site Plan includes 327,068 gross square feet of new development that will occur after the demolition of the existing 41,660 gross square-foot 2-story "food and beverage" building. The demolition of the 41,660 gross square-foot "food and beverage" building will reduce the existing Fairfield Inn and Suites Hotel to 175,651 gross square feet in size.

APPENDIX A

PACIFIC COAST COMMONS SPECIFIC PLAN
LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF EL SEGUNDO, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1: (APN: 4139-025-075)

LOT 428 IN BLOCK 123 OF EL SEGUNDO, IN THE CITY OF EL SEGUNDO, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22 PAGES 106 AND 107 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 2: (APN: 4139-025-073, 074, 076, 081)

LOTS 385, 386, 387, 429 AND 430 IN BLOCK 123 OF EL SEGUNDO, IN THE CITY OF EL SEGUNDO, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22 PAGES 106 AND 107 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 3: (APN: 4139-025-091)

LOTS 382, 383, 384, 431, 432 AND 433 IN BLOCK 123 OF EL SEGUNDO, IN THE CITY OF EL SEGUNDO, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22 PAGES 106 AND 107 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT ALL PETROLEUM, GAS, ASPHALTUM AND OTHER HYDROCARBONS AND OTHER MINERALS, WHETHER SIMILAR TO THOSE HEREIN SPECIFIED OR NOT, WITHIN OR UNDERLYING OR THAT MAY BE PRODUCED FROM PARCELS 1 AND 2, TOGETHER WITH THE EXCLUSIVE RIGHT TO ENTER INTO, ACROSS OR THROUGH THE SUBSURFACE OF SAID LAND FOR THE PURPOSE OF TAKING OR PRODUCING ANY PETROLEUM, GAS, ASPHALTUM, OTHER HYDROCARBONS AND OTHER MINERALS AND UNDER SAID LAND, BY DIRECTIONAL DRILLING OR OTHER SUBSURFACE OPERATIONS AND THE EXCLUSIVE RIGHT TO USE THE SUBSURFACE OF SAID LAND FOR THE PURPOSE OF INJECTING THEREIN, OR WITHDRAWING THEREFROM GAS, OIL, OR OTHER SUBSTANCES, WHETHER HYDROCARBON OR NOT, FOR STORAGE, REPRESSURING, OR OTHER PURPOSES, BUT WITH NO RIGHT TO ENTER UPON THE SURFACE OF SAID LAND, AS GRANTED TO STANDARD OIL

COMPANY OF CALIFORNIA, A CORPORATION, BY DEED RECORDED APRIL 28, 1947 AS INSTRUMENT NO. 480 IN BOOK 24472 PAGE 357, OFFICIAL RECORDS.

PARCEL 4: (portion of APN: 4139-024-057)

THE WESTERLY 60 FEET OF LOTS 2 AND 9 IN BLOCK 113 OF EL SEGUNDO, IN THE CITY OF EL SEGUNDO, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 20 PAGES 114 AND 115 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 5: (APN: 4139-024-058)

LOTS 1, 2, 9 AND 10 IN BLOCK 113 OF EL SEGUNDO, IN THE CITY OF EL SEGUNDO, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 20 PAGES 114 AND 115 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THE WESTERLY 60 FEET OF SAID LOTS 2 AND 9.

ALSO EXCEPT THEREFROM THE NORTHERLY 181.00 FEET OF SAID LOTS 1 AND 2.

ALSO EXCEPT THE SOUTH 147.03 FEET OF LOT 10.

ALSO EXCEPT THEREFROM ALL PETROLEUM, GAS, ASPHALTUM AND OTHER HYDROCARBONS AND OTHER MINERALS, WHETHER SIMILAR TO THOSE HEREIN SPECIFIED OR NOT, WITHIN OR UNDERLYING OR THAT MAY BE PRODUCED FROM SAID LAND, TOGETHER WITH THE EXCLUSIVE RIGHT TO ENTER INTO, ACROSS OR THROUGH THE SUBSURFACE OF SAID LAND FOR THE PURPOSE OF TAKING OR PRODUCING ANY PETROLEUM AND OTHER HYDROCARBONS, AND OTHER MINERALS IN AND UNDER SAID LAND, BY DIRECTIONAL DRILLING OR OTHER SUBSURFACE OF SAID LAND FOR THE PURPOSE OF INJECTING THEREIN OR WITHDRAWING THEREFROM GAS, OIL OR OTHER SUBSTANCES, WHETHER HYDROCARBON OR NOT, FOR STORAGE, REPRESSURING OR OTHER PURPOSES, BUT WITH NO RIGHT TO ENTER UPON THE SURFACE OF SAID LAND, AS GRANTED TO STANDARD OIL COMPANY OF CALIFORNIA, A CORPORATION, BY DEED RECORDED APRIL 28, 1947 IN BOOK 24472 PAGE 357, OFFICIAL RECORDS.

PARCEL 6: (portion of APN: 4139-024-057)

A PARCEL OF LAND SITUATED IN THE CITY OF EL SEGUNDO, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING A PORTION OF BLOCK 113 OF EL SEGUNDO, AS PER MAP RECORDED IN BOOK 20, PAGES 114 THROUGH 115, INCLUSIVE, IN THE OFFICE OF THE RECORDER OF SAID COUNTY AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF LOT 1 OF TRACT NO. 48436, AS PER

MAP RECORDED IN BOOK 1180, PAGES 68 THROUGH 69, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE RECORDER OF SAID COUNTY; THENCE ALONG THE SOUTH LINE OF PALM AVENUE SOUTH 89° 58’ 36” EAST 60.00 FEET TO THE TRUE POINT OF BEGINNING; THENCE ALONG THE SOUTH LINE OF PALM AVENUE SOUTH 89° 58’ 36” EAST 13.19 FEET; THENCE SOUTH 00° 03’ 15” WEST 181.00 FEET; THENCE NORTH 89° 58’ 36” WEST 13.11 FEET; THENCE NORTH 00° 01’ 50” EAST 181.00 FEET TO THE TRUE POINT OF BEGINNING.

APN: 4139-025-057 thru 4139-025-058, 4139-025-073 thru 4139-025-076, 4139-025-081, 4139-025-091

ORDINANCE NO. ____
EXHIBIT "C"

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:
CITY CLERK
CITY OF EL SEGUNDO
350 Main Street
El Segundo, California 90245

EXEMPT FROM RECORDER'S FEES
Pursuant to Government Code § 6103

DEVELOPMENT AGREEMENT
BY AND AMONG
THE CITY OF EL SEGUNDO
AND
BRE EL SEGUNDO PROPERTY OWNER A LLC,
BRE EL SEGUNDO PROPERTY OWNER B LLC,
AND
BRE EL SEGUNDO PARKING LLC

THIS AGREEMENT SHALL BE RECORDED WITHIN TEN DAYS OF EXECUTION BY ALL PARTIES HERETO PURSUANT TO THE REQUIREMENTS OF GOVERNMENT CODE §65868.5

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DEVELOPMENT AGREEMENT

This Development Agreement (the "Agreement") is made and entered into by and among the CITY OF EL SEGUNDO, a municipal corporation (referred to hereinafter as "City") and BRE El Segundo Property Owner A LLC, BRE El Segundo Property Owner B LLC, and BRE El Segundo Parking LLC, all Delaware limited liability companies (hereinafter collectively referred to as "BRE" or "Developer") as of this ____ day of_____, 2022. City and Developer are referred to hereinafter individually as "Party" and collectively as "Parties". In consideration of the mutual covenants and agreements contained in this Agreement, City and Developer agree as follows:

1. Definitions. Unless the contrary is stated or clearly appears from the context, the following definitions govern the construction of the words and phrases used in this Agreement. Words and phrases not defined in this Section will have the meaning set forth in this Agreement, the El Segundo Municipal Code, or in common usage.

"Applicable Rules" means:

- The El Segundo General Plan, as it existed on the Approval Date, as modified by the Project Approvals;
- The El Segundo Municipal Code, as it existed on the Approval Date, as modified by the Project Approvals;
- Such other laws, ordinances, rules, regulations, and official policies governing permitted uses of the property, density, design, improvement, development fees, and construction standards and specifications applicable to the development of the Property in force at the time of the Effective Date, which are not in conflict with this Agreement.

"Approval Date" means _____, 2022, the date on which the last of the Project Approval applications was approved by the City.

"Approved Plans" means a plan for any aspect of the Project, including, without limitation, the Site Plan, signage plans, and landscaping and irrigation plans, which are approved by the City in accordance with the Applicable Rules, and Project Approvals.

"Building Regulations" means those regulations set forth in Title 13 of the ESMC.

"CEQA" means the California Environmental Quality Act, Public Resources Code § 21000 *et seq.*

"CEQA Guidelines" means the regulations implementing CEQA which have been adopted by the State and found at Title 14 of the California Code of Regulations, § 150000 *et seq.*

"City Council" means the City Council of the City of El Segundo.

"Developer" means BRE El Segundo Property Owner A LLC, BRE El Segundo Property Owner B LLC, and BRE El Segundo Parking LLC, and their transferees, assigns and successors in interest.

"Development Standards" means the design and development standards that are applicable to the Project as set forth in the Specific Plan.

"Director" means the Director of Development Services, or his designee.

"Effective Date" means the date on which the Enabling Ordinance becomes effective in accordance with Government Code § 36937.

"ESMC" means the El Segundo Municipal Code.

"Enabling Ordinance" means Ordinance No. XXX, approving this Development Agreement.

"Future Approvals" means such subsequent discretionary and ministerial entitlements, including permits, which are required to develop the Project in addition to the Project Approvals, and which are applied for by the Developer and approved by the City. Once approved, a Future Approval becomes part of the Project Approvals.

"Party" means the City or the Developer. "Parties" shall mean both the City and the Developer.

"Person" means a natural person or any entity.

"Project" means the development of the Property in accordance with the Project Approvals.

"Project Approvals" means:

- Final Environmental Impact Report (FEIR) No. EA–1248, as certified by Resolution No. _____ on ___ ;
- Mitigation Monitoring Program for FEIR No. EA-1248, as adopted by Resolution No. _____ on ____;
- General Plan Amendment No. GPA 19-01, as approved by Resolution No. _____ on ____, including a change in the Land Use Map;
- Pacific Coast Commons Specific Plan No. SP 19-01, as adopted by Ordinance No. XXX on _____.
- Zone Change No. ZC 19-01, as approved by Ordinance No. _____ on _____, including a change in the Zoning Map;
- Zone Text Amendment No. ZTA 19-08, as approved by Ordinance No. XXX on _____;
- Vesting Map No. 82806, as approved by Resolution No. ___ on _____;

- Site Plan Review No. SPR 19-01, as approved by Resolution No. ___ on _____;

- This Development Agreement (DA No. 19-02) as approved by Ordinance No. _____ on _____.

- Modification of Resolution Nos. 2759 and 2760 to rescind the previous approvals SUB NO. 14-05, Lot Tie Covenant No. 14-03, Off-Site Parking Covenant Nos. MISC 14-03 and 14-06, leaving in place CUP No. 14-01 for the Fairfield Inn and Suites Hotel and CUP NO. 14-02 for the Aloft Hotel, along with alcohol service at both hotels with modification to the conditions of approval accordingly.

- Parking Demand Study and Shared Parking Analysis to establish the parking requirements for the proposed commercial and residential development combined with the existing hotel development.

- Shared Parking Agreement in conjunction with the Parking Demand Study and Shared Parking Analysis, to replace the previous approval of Off-Site Parking Covenant Nos. MISC 14-03 and MISC 14-06.

- Reciprocal Access Agreements for driveways and drive aisles accessing multiple parcels.

"Property" refers to that approximate 9 acres which is described in Exhibit A, attached hereto and incorporated herein by reference.

"Specific Plan" or "PCCSP" means the Pacific Coast Commons Specific Plan.

"Subsequent Rules" means any changes to the Applicable Rules, including, without limitation, any change by means of an ordinance, initiative, resolution, policy, order or moratorium, initiated or instituted for any reason whatsoever and adopted by the City Council, the Planning Commission or any other board, agency, commission or department of the City, or any officer or employee thereof, or by the electorate, which would, absent this Agreement, otherwise apply to the Property.

"Transferee" means a Person which assumes in whole or in part the rights and obligations under this Agreement with respect to all or a portion of the Property.

2. Recitals. This Agreement is made with respect to the following facts and for the following purposes, each of which is acknowledged as true and correct by the Parties:

2.1 Pursuant to Government Code § 65865 *et seq.*, the City is authorized to enter into a binding contractual agreement with any person having a legal or equitable interest in real property for the development of such property.

2.2 Developer warrants that it is the owner of the Property.

2.3 Developer desires to redevelop the Property in accordance with the Project Approvals.

2.4 By this Agreement, each Party desires to obtain the binding agreement of the other Party to develop the Property in accordance with the Project Approvals, Applicable Rules and this Agreement. In consideration thereof, the City agrees to limit the future exercise of certain of its governmental and proprietary powers to the extent specified in this Agreement.

2.5 City and Developer have acknowledged and agreed that the consideration that is to be exchanged pursuant to this Agreement is fair, just and reasonable.

2.6 The Project is consistent with the City's General Plan, as amended, (the "General Plan").

2.7 Development of the Project has, and will continue to, further the comprehensive planning objectives contained within the General Plan, and will result in public benefits, including, among others, the following:

2.7.1 Providing needed housing, including thirty-two units of affordable housing;

2.7.2 Providing both short-term construction employment and long-term permanent employment within City; and

2.7.3 Providing a dedicated right-turn only lane on east bound Mariposa Avenue to southbound Pacific Coast Highway.

2.8 On _____, 2021, the Planning Commission of the City commenced a duly noticed public hearing on the Project Approvals. At the conclusion of the hearing the Planning Commission recommended that the City Council approve the Project Approvals.

2.9 On _____, 2021, the City Council commenced a duly noticed public hearing on the Project Approvals. Prior to approving this Agreement by the Enabling Ordinance, the City Council adopted Resolution No. ___ approving the FEIR.

2.10 All of the Property is subject to this Agreement.

3. Binding Effect. The burdens of this Agreement are binding upon, and the benefits of the Agreement inure to the City and the Developer and each successive transferee, assign and successor in interest thereto and constitute covenants that run with the land. Any and all rights and obligations that are attributed to the Developer under this Agreement shall run with the land. For purposes of this Agreement, until such time as any portion of the Property may be transferred, BRE El Segundo Property Owner A LLC, BRE El Segundo Property Owner B LLC, and BRE El Segundo Parking LLC, shall be jointly and severally liable for all obligations set forth in this Agreement. In the case of a partial transfer, Developer may identify which of the three BRE entity or entities remain liable for any obligations remaining with Developer.

3.1 Constructive Notice and Acceptance. Every person who acquires any right, title or interest in or to any portion of the Property in which the Developer has a legal interest is, and shall be, conclusively deemed to have consented and agreed to be bound by this Agreement, whether or

not any reference to this Agreement is contained in the instrument by which such person acquired such right, title or interest.

3.2 Rights to Assign and Transfer. Developer may assign or transfer its rights and obligations under this Agreement with respect to the Property, or any portion thereof, to any person at any time during the term of this Agreement without approval of the City. For purpose of this Agreement, the Transferee must be considered the "owner" of that portion of the Property which is covered by such transfer.

3.3 Liabilities Upon Transfer. Upon the delegation of the duties and obligations under this Agreement and the sale, transfer or assignment of all or any portion of the Property, Developer will be released from its obligations under this Agreement with respect to the Property, or portion thereof, so transferred arising subsequent to the effective date of such transfer, if: (i) Developer has provided to the City prior or subsequent written notice of such transfer; and (ii) the Transferee has agreed in writing to be subject to all of the provisions hereof applicable to the portion of the Property so transferred by executing an Assignment and Assumption Agreement in the form of Exhibit B attached hereto and incorporated herein by reference. Upon any transfer of any portion of the Property and the express assumption of Developer's obligations under this Agreement by such Transferee, the City agrees to look solely to the Transferee for compliance by such Transferee with the provisions of this Agreement as such provisions relate to the portion of the Property acquired by such Transferee. Any such Transferee shall be entitled to the benefits of this Agreement as "Developer" hereunder and shall be subject to the obligations of this Agreement applicable to the parcel(s) transferred. A default by any Transferee shall only affect that portion of the Property owned by such Transferee and shall not cancel or diminish in any way Developer's rights hereunder with respect to any portion of the Property not owned by such Transferee. The Transferee shall be responsible for satisfying the good faith compliance requirements set forth in Section 8 below relating to the portion of the Property owned by such Transferee, and any amendment to this Agreement between the City and a Transferee shall only affect the portion of the Property owned by such Transferee.

3.4 Resumption of Rights. If Transferee defaults with respect to any provision of this Agreement, Developer may, but is not obligated to, resume Transferee's obligations upon written notification to City.

4. Development of the Property. The following provisions, in addition to the Applicable Rules, shall govern the development of the Project.

4.1 Permitted Uses, Design and Development Standards, and Dedication of Land for Public Purposes. The permitted, administratively permitted, and conditionally permitted uses of the Property as well as the Development Standards and provisions for reservation or dedication of land for public purposes are set forth in the Project Approvals and Applicable Rules.

4.2 Entitlement to Develop. The Developer is granted the vested right to develop the Project subject to the Applicable Rules, the Project Approvals, and any Future Approvals.

4.3 Building Regulations. Notwithstanding Section 4.4 below, all construction on the Property shall adhere to the Building Regulations in effect at the time an application for a building

permit is submitted and to any federal or state building requirements that are then in effect at such time. Additionally, nothing in this Agreement prevents the City from applying "standard specifications" for public improvements (e.g., streets, storm drainage, parking lot standards, driveway widths), as the same may be adopted or amended from time to time by the City, provided that the provisions of any such standards and specifications apply only to the extent they are in effect on a Citywide basis and do not conflict with the provisions of the Specific Plan.

4.4 Subsequent Rules. Subsequent Rules cannot be applied by the City to the Project unless the Developer gives the City written notice of its election to have such Subsequent Rule applied to the Project, in which case such Subsequent Rule is deemed to be an Applicable Rule.

4.5 Fees, Exactions, Mitigation Measures, Conditions, Reservations and Dedications.

4.5.1 Subject to sections 4.5.2, 4.5.3, and 5.2, all fees, exactions, mitigation measures, conditions, reservations and dedications of land for public purposes that are applicable to the Project are set forth in the Applicable Rules, the Project Approvals, and this Agreement.

4.5.2 Except as otherwise provided in this Agreement, and specifically excluding fees set by entities not controlled by the City that are collected by the City, the City can only charge and impose those fees and exactions, including, without limitation, dedication and any other fee relating to development or the privilege of development, which are in effect on a City-wide basis as of the Effective Date.

4.5.3 The Developer must pay the amount of the impact fees that are in effect at the time of application for the building permit pursuant to City Council Resolution Nos. 4443 and 4687, or such subsequent resolutions as may be adopted by the City Council in accordance with applicable procedures, but shall not be required to pay any new impact fees that are not in effect at the time of Project Approvals.

4.5.4 This Section shall not be construed to limit the authority of the City to charge normal and customary application, processing, and permit fees, including legal and environmental processing costs, for land use approvals, building permits and other similar permits, for Future Approvals, which fees are designed to reimburse City's actual expenses attributable to such application, processing and permitting and are in force and effect on a City-wide basis at such time as applications for such approvals are filed with the City.

4.6 Use of Easements. Notwithstanding the provisions of the Applicable Rules, easements dedicated for vehicular and pedestrian use shall be permitted to include easements for underground drainage, water, sewer, gas, electricity, telephone, cable, and environmental remediation and other utilities and facilities so long as they do not unreasonably interfere with pedestrian and/or vehicular use.

4.7 Timing of Development. In *Pardee Construction Co. v. City of Camarillo* (*Pardee*), 37 Cal.3d 465 (1984), the California Supreme Court held that the failure of the parties therein to provide for the timing or rate of development resulted in a later-adopted initiative restricting the rate of development to prevail against the parties' agreement. City and Developer intend to avoid the result in *Pardee* by acknowledging and providing that Developer shall have the right, without

obligation, to develop the Property in such order and at such rate and times as Developer deems appropriate within the exercise of its subjective business judgment subject to the terms of this Agreement.

In furtherance of the Parties' intent, as set forth in this Section, no future amendment of any existing City ordinance or resolution, or future adoption of any ordinance, resolution or other action, that purports to limit the rate or timing of development over time or alter the sequencing of development phases, whether adopted or imposed by the City Council or through the initiative or referendum process, shall apply to the Property. However, nothing in this Section shall be construed to limit City's right to enforce Developer's obligation pursuant to this Agreement to provide all infrastructure required by the Project Approvals and this Agreement.

4.8 Moratorium.

4.8.1 The City shall not impose a moratorium on the Property that restricts development of the Project unless such is necessary to protect against a significant threat to the health, safety and welfare of the City.

4.8.2 Except as provided in Section 4.8.1 above, no City-imposed moratorium or other limitation (whether relating to the rate, timing or sequencing of the development or construction of all or any part of the Project, whether imposed by ordinance, initiative, resolution, policy, order or otherwise, and whether enacted by the City Council, an agency of the City, the electorate or otherwise) affecting parcel or subdivision maps (whether tentative, vesting tentative, or final), building permits, occupancy certificates, or other entitlements to use or service (including, without limitation, water and sewer), approved, issued or granted within the City, or portions of the City, applies to the Project to the extent such moratorium or other limitation is in conflict with this Agreement. However, the provisions of this Section do not affect the City's compliance with moratoria or other limitations mandated by other governmental agencies or court-imposed moratoria or other limitations.

4.9 Term. This Agreement shall be in effect for a period of 15 years from the Effective Date of the Enabling Ordinance. However, the Developer or the City shall be entitled to, by written notice to the other Party prior to the Agreement's expiration, one (1) five (5)-year extension, provided that the requesting Party is not in material default of this Agreement at such time beyond any applicable period to cure provided for by Section 8.5 below. Before the expiration of the five (5) year extension, the Parties may mutually agree to further extensions. In the event of litigation challenging this Agreement, the Term is automatically suspended for the duration of such litigation and resumes upon final disposition of such challenge and any appeal thereof upholding the validity of this Agreement. In the event that a referendum petition concerning this Agreement is duly filed in such a manner that the ordinance approving this Agreement is suspended, then the Term is deemed to commence upon City Council certification of the results of the referendum election approving this Agreement.

4.10 Term of Map(s) and Other Project Approvals. Pursuant to California Government Code Sections 66452.6(a) and 65863.9, the term of any subdivision or parcel map that has been or in the future may be processed on all or any portion of the Property and the term of each of the Project Approvals shall be extended for a period of time through the scheduled termination date of this Agreement as set forth in Section 4.9 above, including any extensions thereto.

4.11 Future Approvals.

4.11.1 Minor Modifications to Project. The Developer may make minor changes to the Project and Project Approvals ("Minor Modifications") without the need to amend this Agreement upon the administrative approval of the Director.

(a) Minor Modifications include:

(i) A modification to the Site Plan approved by the Director in accordance with section VII.D.2 of the Specific Plan;

(ii) A modification to the Site Plan approved by the Planning Commission through the Site Plan Review procedure contained in ESMC Chapter 15-30, provided the change does not include any change which would qualify as a Major Modification under section 4.11.2 below;

(iii) A Minor Modification to the Specific Plan as identified in Section VII.C.2 thereof; and

(iv) any other change that does not qualify as a Major Modification as defined below.

(b) The City shall not unreasonably withhold or delay approval of any Minor Modification. The City shall have the right to impose reasonable conditions in connection with Minor Modifications, provided, however, such conditions shall not be inconsistent with the Applicable Rules, the Project Approvals or with the development of the Project as contemplated by this Agreement.

(c) A Minor Amendment approved by the City shall continue to constitute a Project Approval as referenced herein.

4.11.2 Modifications Requiring Amendment to this Agreement. Any proposed modification to the Project which results in any of the following shall constitute a Major Modification and shall require an amendment to this Agreement pursuant to Section 14 below:

(a) Any change which constitutes a Major Modification to the Specific Plan as identified in Section VII.C.1 thereof; or

(b) Any change which creates a new environmental impact which cannot be mitigated to a level of insignificance.

4.12 Site Plan Review. Site Plan Review approval shall be required in accordance with Chapter 15-30 of the El Segundo Municipal Code. Nothing in this Agreement is intended to limit the applicability of the Site Plan Review requirement in Chapter 15-30 of the ESMC.

4.13 Issuance of Building Permits. No building permit, final inspection or Certificate of

Occupancy will be unreasonably withheld, conditioned, or delayed from the Developer if all infrastructure required to serve the portion of the Property covered by the building permit, final inspection or Certificate of Occupancy is in place or is suitably guaranteed to be completed (by covenant, bond, letter of credit or otherwise) to the reasonable satisfaction of the City prior to completion of construction and all of the other relevant provisions of the Project Approvals, Future Approvals and this Agreement have been satisfied.

5. Developer Agreements.

The Property is divided up into the following five land use districts from south to north as shown on Exhibit C: PCC Mixed-Use 1(PCC South); PCC Commercial-1 (Aloft Hotel); PCC Commercial-2 (Fairfield Hotel); PCC Commercial-3 (Fairfield Parking); and PCC Mixed-Use 2 (PCC North).

5.1 General. The Developer shall comply with: (i) this Agreement; (ii) the Project Approvals, including without limitation all mitigation measures required by the determination made pursuant to the California Environmental Quality Act; and (iii) all Future Approvals for which it is the applicant or a successor in interest to the applicant.

5.1.1 In the event that any of the mitigation measures or conditions required of Developer hereunder have been implemented by others, Developer shall be conclusively deemed to have satisfied such mitigation measures or conditions, consistent with CEQA. If any such mitigation measures or conditions are rejected by a governmental agency with jurisdiction, the Developer may implement reasonably equivalent substitute mitigation, consistent with CEQA, to the City's satisfaction, in lieu of the rejected mitigation measures or conditions. Such substitution shall be deemed to be a Minor Modification pursuant to Section 4.11.1 above.

5.1.2 Except for dedications made with the recordation of Vesting Map No. 82806, all other dedications and improvements required as part of the Project Approvals shall be required concurrent with the development of the adjacent district, except as may otherwise be specified herein.

5.2 Affordable Housing. Developer shall provide a total of 15 affordable housing units in PCC South and 17 affordable units in PCC North to persons who qualify as low or very-low income households for 55 years as further detailed in accordance with the housing covenants to be recorded against the property as set forth in Exhibits D1 and D2 (Agreements Creating Affordable Housing Covenants [Including Rental Restrictions]), attached hereto. The recordation of the affordable housing covenants shall occur before the issuance of the first certificate of occupancy for each building.

Developer shall pay for actual costs of an independent third-party affordable housing consultant, chosen by the City, to provide income limit verification that meets the affordable housing requirements of this Section 5.2. The independent third-party consultant shall charge Developer rates that are competitive to the market area. Developer shall provide the necessary tenant documentation to the selected third-party affordable housing consultant.

5.3 Undergrounding of Overhead Wires. Subject to City concurrence and the approval of the utility agency, Developer shall underground non-power overhead lines along the project

frontage on the north side of Mariposa Avenue and north side of Holly Avenue provided that such lines can occupy a joint trench with a proposed new utility trench serving the project area and the undergrounding of such line would result in the elimination of an overhead utility pole. Should undergrounding be required, the undergrounding on Holly Avenue shall occur with the development of PCC South and the undergrounding on Mariposa Avenue shall occur with the development of PCC North. No certificate of occupancy shall be issued for any unit in the respective development until such undergrounding is completed or appropriate bonds have been put in place to guarantee the improvement.

5.4 Preferential Parking Zone. Developer shall provide $25,000 to the City for the costs to implement a preferential parking zone adjacent to the Project site. Formation of the preferential parking zone will be dependent upon a petition of residents pursuant to ESMC § 8-5A-5. If no preferential parking zone is established within 3 years of the first occupancy for PCC North or PCC South, whichever is the latter to be developed, the City may use any portion of the funds for improvements in the geographical vicinity of the Project site at its discretion. Such payment shall be made prior to the issuance of any building or grading permit, whichever is first, for any improvement in the Specific Plan area.

5.5 Landscaping.

5.5.1 Landscaping Requirements.

5.5.1.1 No certificate of occupancy shall be issued for the development to which the requirement is tied until the improvements are made or Developer has provided appropriate bonds in a form satisfactory to the City Attorney.

5.5.1.2 All landscape and other improvements shall be substantially in conformance with the Landscape Plan approved with the Site Plan Review approval as to the number and location of trees and improvements.

5.5.1.3 All landscaping/improvement work identified in this section 5.5 shall occur with the development of the adjacent PCC area as identified below.

5.5.2 Indiana Street. Developer shall provide, in accordance with City standards and requirements, additional landscaping and trees on the west side of Indiana Street between Mariposa Avenue and Holly Avenue in existing landscaped areas with existing irrigation systems in place. Developer has no obligation to create new parkway areas or to install, operate, or maintain any required irrigation. The installation of this landscaping shall occur with the development of PCC South. Developer has no obligation to maintain the additional landscaping and trees after installation.

5.5.3 Pacific Coast Highways/Hotels. Developer shall provide single occupancy pedestrian seating and enhanced landscaping in the existing landscape areas in front of the Aloft Hotel and the Fairfield Hotel. Six single-occupant chairs shall be located in front of the Fairfield Hotel in the existing landscaped area and four single-occupant chairs shall be located in front of the Aloft Hotel in the existing landscaped area. This installation of the seating and landscaping will take place with the development of PCC South.

5.5.4 PCC North. Developer shall provide the following improvements with the development of PCC North.

5.5.4.1 Developer shall provide enhanced landscaping along the existing block wall on the western side of PCC North in the form of "climbing fig ivy".

5.5.5 PCC South. Developer will replace the existing street trees along the Pacific Coast Highway frontage of PCC south with six new street trees along the same frontage. In the event that Caltrans does not permit trees to be planted in the right-of-way, Developer will provide six additional trees on the PCC South site in a location to be approved by Community Services Director or his designee that is outside of the Caltrans right-of-way and the building footprint.

5.6 Enhanced Paving. Developer shall provide enhanced paving such as stamped or colored concrete, at the following locations: (i) PCC South entrances/exits on Indiana and Pacific Coast Highway; (ii) Fairfield Parking Structure entrance/exits on Pacific Coast Highway; and (iii) PCC North entrances/exists on Mariposa Avenue and Palm Avenue.

5.7 EV Charging Stations. Developer shall provide a total of 200 EV capable spaces, including a total of 50 installed EV chargers across the entire PCC Specific Plan area. A minimum of 50 EV capable spaces, including 20 EV chargers, shall be installed in each parking structure in PCC North and PCC South. A minimum of 20 EV capable spaces, including 8 EV chargers, shall be installed in the Fairfield Parking structure. The remaining 80 EV capable spaces, including 2 EV chargers may be distributed between the three structures without restriction.

5.8 Solar Panels and Battery Storage.

5.8.1 Developer shall install solar panels on the roofs of both PCC North and PCC South to generate sufficient power for their respective Common Area Power needs or generate the maximum power available from rooftop installed solar panels, whichever is less. "Common Area Power" shall be defined as all project power that does not serve a residential or commercial unit. City may, at Developer's expense, retain a third-party consultant to verify that the solar infrastructure proposed is consistent with this paragraph.

5.8.2 Developer shall comply with the battery storage system requirements consistent with the 2022 Building Energy Efficiency Standards (Title 24 Energy Code) for both PCC North and PCC South as adopted by the California Building Standards Commission prior to the effective date of the 2022 Code. If the City makes any amendments to this provision of the Building Code in accordance with law, Developer shall comply with any such amendments for building permits filed after the effective date of the amendments.

5.9 Fencing. Developer shall remove and replace all chain link fencing visible from the public right of way at the existing Aloft and Fairfield Hotel properties. The fencing will be replaced with decorative fencing and/or landscaping approved by the Development Services Department. The fencing shall be replaced at the time of development of PCC South or the Fairfield Parking, whichever occurs first.

5.10 Community Non-Profit Space.

5.10.1 Developer shall provide a minimum space of 1,000 square feet of community space to be located on the ground floor of the Fairfield parking structure.

5.10.2 For the first 10 years after issuance of the certificate of occupancy, non-profit groups registered located in the City of El Segundo shall have priority of using this space.

5.10.3 Non-profit groups shall be able to use this room without payment of any rental rate for the room, but may be required to pay set-up fees, clean-up fees, and any fees for additional services such as food and beverage service.

5.11 Development Fees. Subject to the provisions of Section 4.5 above, Developer shall pay the development fees in effect at the time of building permit application. The Developer shall be entitled to credits against the City's traffic mitigation fees to the extent off-site traffic improvements that are required by the Project Approvals are included in any subsequent traffic fee mitigation program adopted by the City pursuant to Government Code Section 66000, *et seq*. Such credits shall be based upon the actual audited costs and shall only be granted to the extent such improvements are constructed in accordance with all applicable state and local laws. The Developer waives any and all rights it may have to challenge development fees that are in effect at the time of the Effective Date and the City's right to amend its current development fees. However, the Developer retains the legal right to challenge the amount of any such amended or increased development fees to the extent such are not in compliance with the requirements of Government Code Section 66000, *et seq*. as well as its right to receive credits against such amended or increased fees.

5.12 Maintenance Obligations. Developer shall maintain all portions of the Property in its possession or control, and any improvements thereon, in a clean, neat and orderly manner. Except as specified herein, Developer shall also maintain any landscaping and bike racks placed in the public right of way. The Parties' respective maintenance obligations shall survive any termination or expiration of this Agreement.

5.13 Sales and Use Tax.

5.13.1 In the event the contract price for any work on the Project is valued at five million dollars ($5,000,000.00) or more, Developer agrees to report, on a State Board of Equalization Tax Return, any purchases of tangible personal property made in connection with the finishing of and/or installation of materials, or fixtures for the Project, when such purchases were made without sales or use tax due. Developer shall indicate the City as a registered job site location on the State Board of Equalization Tax Return. In such event, Developer shall also obtain a permit or a sub-permit from the State Board of Equalization indicating the City as the registered job site location, in accordance with Revenue and Taxation Code § 7051.3 or State Board of Equalization Compliance Policy and Procedure Manual § 295.060.

5.13.2 Developer further agrees that if Developer retains contractors or subcontractors to perform a portion of work in the Project, and said contracts or subcontracts are valued at five million dollars ($5,000,000) or more, said contracts or subcontracts shall contain the

provisions set forth in Subsection (a) above.

5.13.3 The Director of Finance of the City is authorized to relieve Developer, and Developer's contractors and subcontractors, from the requirements set forth in this Section 5.7 upon proof to the reasonable satisfaction of the Director of Finance that Developer and/or its contractors or subcontractors have made good faith efforts to obtain said permit or sub-permits, but were denied the same by the State Board of Equalization.

6. City Agreements.

6.1 Expedited Processing. The City shall process, at Developer's expense, in an expedited manner all plan checking, excavation, grading, building, encroachment and street improvement permits, Certificates of Occupancy, utility connection authorizations, and other ministerial permits or approvals necessary, convenient or appropriate for the grading, excavation, construction, development, improvement, use and occupancy of the Project in accordance with the City's accelerated plan check process under the Applicable Rules. Without limiting the foregoing, if requested by Developer, the City agrees to utilize private planners and plan checkers (upon Developer's request and at Developer's cost) and any other available means to expedite the processing of Project applications, including concurrent processing of such applications by various City departments.

6.2 Processing Cooperation and Assistance. To the extent permitted by law, the City shall reasonably cooperate with the Developer in securing any and all entitlements, authorizations, permits or approvals which may be required by any other governmental or quasi-governmental entity in connection with the development of the Project or the Property. Without limiting the foregoing, the City shall reasonably cooperate with the Developer in any dealings with federal, state and other local governmental and quasi-governmental entities concerning issues affecting the Property. The City shall keep the Developer fully informed with respect to its communications with such agencies which could impact the development of the Property. The City must not take any actions to encourage any other governmental or quasi-governmental entities from withholding any necessary approvals and any such contrary actions on the part of the City must be considered a breach of this Agreement by City.

6.3 Processing During Third Party Litigation. The filing of any third party lawsuit(s) against the City or the Developer relating to this Agreement, the Project Approvals, any Future Approvals or to other development issues affecting any portion of the Property or the Project shall not hinder, delay or stop the development, processing or construction of the Project, approval of the Future Approvals, or issuance of ministerial permits or approvals should the Developer wish to proceed, unless the third party obtains a court order restraining the activity. The City must not stipulate to or cooperate in the issuance of any such order.

6.4 Performance of Director Duties. The City shall ensure that a person or persons are designated at all times to carry out the duties of the Director set forth in this Agreement.

7. Modification/Suspension.

7.1 Pursuant to Government Code Section 65869.5, in the event that any state or federal

law or regulation, enacted after the Effective Date, precludes compliance with any provision of this Agreement, such provision shall be deemed modified or suspended to the extent practicable to comply with such state or federal law or regulation, as reasonably determined necessary by City. Upon repeal of said law or regulation or the occurrence of any other event removing the effect thereof upon the Agreement, the provisions hereof shall be restored to their full original effect.

7.2 In the event any state or federal resources agency (i.e., California Department of Fish and Game, U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, Regional Water Quality Control Board/State Water Resources Control Board), in connection with its final issuance of a permit or certification for all or a portion of the Project, imposes requirements ("Permitting Requirements") that require modifications to the Project, then the parties will work together in good faith to incorporate such changes into the Project; provided, however, that if Developer appeals or challenges any such Permit Requirements, then the Parties may defer such changes until the completion of such appeal or challenge.

8. Demonstration of Good Faith Compliance.

8.1 Review of Compliance. In accordance with Government Code Section 65865.1, this Section 8 and the Applicable Rules, once each year, on or before each anniversary of the Effective Date ("Periodic Review"), the Development Services Director shall review the extent of the Developer's good faith substantial compliance with the terms and provisions of this Agreement as well as the performance by the City of its obligations under this Agreement.

8.2 Good Faith Compliance. During each Periodic Review, the Developer shall demonstrate by written status report that, during the preceding twelve month period, that it has been in good faith compliance with this Agreement. For purposes of this Agreement, the phrase "good faith compliance" shall mean that the Developer has demonstrated that it has acted in a commercially reasonable manner (taking into account the circumstances which then exist) and in good faith in and has substantially complied with the Developer's material obligations under this Agreement.

8.3 City Report - Information to be Provided to Developer. At least 14 days before the annual anniversary of the Effective Date, the City must deliver to the Developer a copy of all staff reports prepared in connection with a Periodic Review, any prior staff reports generated during the review period, written comments from the public, and, to the extent practical, all related exhibits concerning such Periodic Review. This information shall be known as the "City Report."

8.4 Developer's Report. No later than the annual anniversary of the Effective Date, Developer must submit a written status report to the Director addressing the good faith compliance issue and any issues raised by the City Report provided to the Developer in accordance with section 8.3 above.

8.5 Notice of Non-Compliance; Cure Rights. If, after reviewing the Developer's Report, the Director reasonably concludes on the basis of substantial evidence that as to any parcel or parcels comprising the Property, Developer has not demonstrated that it is in good faith compliance with this Agreement, the Director may issue and deliver to the Developer a written Notice of Violation as set forth in Section 10 below.

8.6 Public Notice of Finding. Any appeal of the Director's determination (including any appeal by the Developer) must be filed within 20 days following such decision. Filing such an appeal tolls the cure period specified in the Notice of Violation. Notwithstanding Section 13.1, an appeal regarding the Notice of Violation shall be heard directly by the City Council at a duly-noticed public hearing and the City Council must issue a final decision. Developer retains the right to challenge the City's issuance of any final decision pursuant to Code of Civil Procedure § 1094.5 without complying with the procedures set forth in Section 10.4 below.

8.7 Failure of Periodic Review. The City's failure to review, at least annually, compliance by the Developer with the terms and conditions of this Agreement shall not constitute or be asserted by any Party as a breach by any other Party of this Agreement. If the City fails to provide the City Report by the Effective Date, Developer will be deemed to be in good faith compliance with this Agreement.

9. Excusable Delays. Performance by any Party of its obligations hereunder shall be excused during any period of "Excusable Delay," as hereinafter defined, provided that the Party claiming the delay gives notice of the delay to the other Party as soon as reasonably possible after the same has been ascertained. For purposes hereof, Excusable Delay shall mean delay that directly affects, and is beyond the reasonable control of, the Party claiming the delay, including without limitation: (i) act of God; (ii) civil commotion: (iii) riot: (iv) strike, picketing or other labor dispute; (v) shortage of materials or supplies; (vi) damage to work in progress by reason of fire, flood, earthquake or other casualty; (vii) reasonably unforeseeable delay caused by a reasonably unforeseeable restriction imposed or mandated by a governmental entity other than City; (viii) litigation brought by a third party attacking the validity of this Agreement, a Project Approval, a Future Approval or any other action necessary for development of the Property; (ix) delays caused by any default by City or the Developer hereunder; or (x) delays due to the presence or remediation of hazardous materials. The term of this Agreement, including any extensions, shall be extended by any period of Excusable Delay.

10. Default Provisions.

10.1 Default. Either Party to this Agreement shall be deemed to have breached this Agreement if it materially breaches any of the provisions of this Agreement and the same is not cured within the time set forth in a written notice of violation (the "Notice of Violation") from the non-breaching Party to the breaching Party, which period of time shall not be less than 10 days for monetary defaults, and not less than 60 days for non-monetary defaults from the date that the notice is deemed received, provided if the breaching Party cannot reasonably cure a non-monetary default within the time set forth in the notice, then the breaching Party shall not be in default if it commences to cure the default within such time limit and diligently effects such cure thereafter. If the City determines that a default may have occurred, the City shall give written notice to the Developer of its intention to terminate this Agreement and comply with the notice and public hearing requirements of Government Code Sections 65867 and 65868. At the time and place set for the hearing on termination, the Developer shall be given an opportunity to be heard. If the City Council finds based upon the evidence that the Developer is in breach of this Agreement, the City Council may modify this Agreement with the consent of the Developer or unilaterally terminate this Agreement. If Developer initiates a resolution of dispute in accordance with the provisions of Section 10.4 below within 60 days following the City Council's determination that Developer is in breach of this

Agreement, the City Council's decision to modify or terminate this Agreement is stayed until the issue has been resolved through informal procedures, mediation, or court proceedings.

10.2 Content of Notice of Violation. Every Notice of Violation shall state with specificity that it is given pursuant to this Section of the Agreement, the nature of the alleged breach, (including references to the pertinent provisions of this Agreement), the portion of the Property involved, and the manner in which the breach may be satisfactorily cured. The notice shall be deemed given in accordance with Section 19 hereof.

10.3 Remedies for Breach. The Parties agree that the remedies for breach of this Agreement shall be limited to the remedies expressly set forth in this section. Developer's remedies for any breach of this Agreement by City shall be limited to injunctive relief and/or specific performance.

10.4 Resolution of Disputes. The City and the Developer agree to attempt to settle any claim, dispute or controversy arising from this Agreement through consultation and negotiation in good faith and in spirit of mutual cooperation. If those attempts fail, the dispute may be mediated by a mediator chosen jointly by the City and the Developer within 30 days after notice by one of the parties demanding non-binding mediation. Neither Party may unreasonably withhold consent to the selection of a mediator. The City and the Developer will share the cost of the mediation equally. The Parties may agree to engage in some other form of non-binding alternate dispute resolution ("ADR") procedure in lieu of mediation. Any dispute that cannot be resolved between the Parties through negotiation or mediation within two months after the date of the initial demand for non-binding mediation may then be submitted to a court of competent jurisdiction in the County of Los Angeles, California.

10.5 Attorney's Fees and Costs. Each Party to this Agreement agrees to waive any entitlement of attorney's fees and costs incurred with respect to any dispute arising from this Agreement. The parties will each bear their own attorney's fees and costs in the event of any dispute.

11. Mortgagee Protection. This Agreement shall not prevent or limit the Developer, in any manner, at Developer's sole discretion, from encumbering the Property or any portion thereof or any improvements thereon by any mortgage, deed of trust or other security device. The City acknowledges that the lender(s) providing such financing ("Mortgagee") may require certain Agreement interpretations and agrees, upon request, from time to time, to meet with the Developer and representatives of such lender(s) to provide within a reasonable time period the City's response to such requested interpretations. The City will not unreasonably withhold its consent to any such requested interpretation, provided that such interpretation is consistent with the intent and purposes of this Agreement. Any Mortgagee of a mortgage or a beneficiary of a deed of trust or any successor or assign thereof, including without limitation the purchaser at a judicial or non-judicial foreclosure sale or a person or entity who obtains title by deed-in-lieu of foreclosure on the Property shall be entitled to the following rights and privileges:

11.1 Mortgage Not Rendered Invalid. Neither entering into this Agreement nor a breach of this Agreement shall defeat, render invalid, diminish, or impair the priority of the lien of any mortgage or deed of trust on the Property made in good faith and for value. No Mortgagee shall have an obligation or duty under this Agreement to perform the Developer's obligations, or to guarantee

such performance, prior to taking title to all or a portion of the Property.

11.2 Request for Notice to Mortgagee. The Mortgagee of any mortgage or deed of trust encumbering the Property, or any part thereof, who has submitted a request in writing to the City in the manner specified herein for giving notices, shall be entitled to receive a copy of any Notice of Violation delivered to the Developer.

11.3 Mortgagee's Time to Cure. The City shall provide a copy of any Notice of Violation to the Mortgagee that has requested such copy within ten days of sending the Notice of Violation to the Developer. The Mortgagee shall have the right, but not the obligation, to cure the default for period of 60 days after receipt of such Notice of Violation, or such longer period of time as may be specified in the Notice. Notwithstanding the foregoing, if such default shall be a default which can only be remedied by such Mortgagee obtaining possession of the Property, or any portion thereof, and such Mortgagee seeks to obtain possession, such Mortgagee shall have until 60 days after the date of obtaining such possession to cure or, if such default cannot reasonably be cured within such period, to commence to cure such default, provided that such default is cured no later than one year after Mortgagee obtains such possession.

11.4 Cure Rights. Any Mortgagee who takes title to all of the Property, or any part thereof, pursuant to foreclosure of the mortgage or deed of trust, or a deed in lieu of foreclosure, shall succeed to the rights and obligations of the Developer under this Agreement as to the Property or portion thereof so acquired; provided, however, in no event shall such Mortgagee be liable for any defaults or monetary obligations of the Developer arising prior to acquisition of title to the Property by such Mortgagee, except that any such Mortgagee shall not be entitled to a building permit or occupancy certificate until all delinquent and current fees and other monetary or non-monetary obligations due under this Agreement for the Property, or portion thereof acquired by such Mortgagee, have been satisfied.

11.5 Bankruptcy. If any Mortgagee is prohibited from commencing or prosecuting foreclosure or other appropriate proceedings in the nature of foreclosure by any process or injunction issued by any court or by reason of any action by any court having jurisdiction of any bankruptcy or insolvency proceedings involving the Developer, the times specified in Section 10 above shall be extended for the period of the prohibition, except that any such extension shall not extend the term of this Agreement.

11.6 Disaffirmation. If this Agreement is terminated as to any portion of the Property by reason of (i) any default or (ii) as a result of a bankruptcy proceeding, and this Agreement is disaffirmed by a receiver, liquidator, or trustee for the Developer or its property, the City, if requested by any Mortgagee, shall negotiate in good faith with such Mortgagee for a new development agreement for the Project as to such portion of the Property with the most senior Mortgagee requesting such new agreement. This Agreement does not require any Mortgagee or the City to enter into a new development agreement pursuant to this Section.

12. Estoppel Certificate. At any time and from time to time, the Developer may deliver written notice to City and City may deliver written notice to the Developer requesting that such Party certify in writing that, to the knowledge of the certifying Party: (i) this Agreement is in full force and effect and a binding obligation of the Parties; (ii) this Agreement has not been amended, or if amended, the

identity of each amendment; and (iii) the requesting Party is not in breach of this Agreement, or if in breach, a description of each such breach. The Party receiving such a request shall execute and return the certificate within thirty (30) days following receipt of the notice. The failure of the City to deliver such a written notice within such time shall constitute a conclusive presumption against the City that, except as may be represented by the Developer, this Agreement is in full force and effect without modification, and that there are no uncured defaults in the performance of the Developer. The Development Services Director shall be authorized to execute, on behalf of the City, any Estoppel Certificate requested by the Developer. City acknowledges that a certificate may be relied upon by successors in interest to the Developer who requested the certificate and by holders of record of deeds of trust on the portion of the Property in which that Developer has a legal interest.

13. Administration of Agreement.

13.1 Appeal of Staff Determinations. Any decision by City staff concerning the interpretation or administration of this Agreement or development of the Property in accordance herewith may be appealed by the Developer to the Planning Commission, and thereafter, if necessary, to the City Council pursuant to the El Segundo Municipal Code. The Developer shall not seek judicial review of any staff decision without first having exhausted its remedies pursuant to this Section. Final determinations by the City Council are subject to judicial review subject to the restrictions and limitations of California law.

13.2 Operating Memoranda. The provisions of this Agreement require a close degree of cooperation between City and Developer. During the Term of this Agreement, clarifications to this Agreement and the Applicable Rules may be appropriate with respect to the details of performance of City and Developer. If and when, from time to time, during the term of this Agreement, City and Developer agree that such clarifications are necessary or appropriate, they shall effectuate such clarification through a memoranda approved in writing by City and Developer (the "Operating Memoranda"), which, after execution, shall be attached hereto and become part of this Agreement and the same may be further clarified from time to time as necessary with future written approval by City and the Developer. Operating Memoranda are not intended to and shall not constitute an amendment to this Agreement but are mere ministerial clarifications, therefore public notices and hearings are not required. The City Attorney shall be authorized, upon consultation with, and approval of, the Developer, to determine whether a requested clarification may be effectuated pursuant to this Section or whether the requested clarification is of such character to constitute an amendment hereof which requires compliance with the provisions of Section 14 below. The authority to enter into such Operating Memoranda is hereby delegated to the Director, and the Director is hereby authorized to execute any Operating Memoranda hereunder without further City Council action.

13.3 Certificate of Performance. Upon the completion of the Project, or the completion of development of any parcel within the Project, or upon completion of performance of this Agreement or its earlier revocation and termination, the City shall provide the Developer, upon the Developer's request, with a statement ("Certificate of Performance") evidencing said completion or revocation and the release of the Developer from further obligations hereunder, except for any ongoing obligations hereunder. The Certificate of Performance shall be signed by the appropriate agents of the Developer and the City and shall be recorded in the official records of Los Angeles County, California. Such Certificate of Performance is not a notice of completion as referred to in California

Civil Code § 3093.

14. Amendment or Termination by Mutual Consent. Except as otherwise set forth herein, this Agreement may only be amended or terminated, in whole or in part, by mutual consent of City and the Developer, and upon compliance with the provisions of Government Code § 65867.

15. Indemnification/Defense.

15.1 Indemnification. The Developer agrees to indemnify and hold the City harmless from and against any claim, action, damages, costs (including, without limitation, attorney's fees), injuries, or liability, arising from the City's approval of the Project, this Agreement, Developer's performance of this Agreement, and all procedures with approving this Agreement (collectively, "Discretionary Approvals"), except to the extent such is a result of the City's sole negligence or intentional misconduct. Should the City be named in any suit, or should any claim be brought against it by suit or otherwise, whether the same be groundless or not, arising out of the Discretionary Approvals, Developer agrees to defend the City (at the City's request and with counsel satisfactory to the City) and will indemnify the City for any judgment rendered against it or any sums paid out in settlement or otherwise, except to the extent such action is a result of the City's sole negligence or intentional misconduct. For purposes of this Section, "the City" includes the City of El Segundo's elected officials, appointed officials, officers, consultants, and employees.

15.2 Defense of Agreement. If the City accepts Developer's indemnification and defense as provided in Section 15.1 above, the City agrees to and shall timely take all actions which are necessary or required to uphold the validity and enforceability of this Agreement, the Discretionary Approvals, Project Approvals, Development Standards, and the Applicable Rules. This Section 15 shall survive the termination of this Agreement.

16. Cooperation in the Event of Legal Challenge.

16.1 Third Party Challenges. In the event of any administrative, legal or equitable action or other proceeding instituted by any person or entity not a party to the Agreement challenging the validity of any provision of this Agreement, challenging any Approval, or challenging the sufficiency of any environmental review of either this Agreement or any Approval under CEQA (each a "Third Party Challenge"), each party must cooperate in the defense of such Third Party Challenge, in accordance with this Section. Developer agrees to pay City's costs of defending a Third Party Challenge, including all court costs and reasonable attorney's fees expended by City (including the time and cost of the City Attorney) in defense of any Third Party Challenge, as well as the time of City's staff spent in connection with such defense. Developer may select its own legal counsel to represent Developer's interests in any Third Party Challenge at Developer's sole cost and expense. City agrees that it will not enter into a settlement agreement to any Third Party Challenge without Developer's written consent. Developer's obligation to pay City's costs in the defense of a Third Party Challenge shall not extend to those costs incurred on appeal if Developer notifies the City is writing that it does not wish to pursue the appeal.

16.2 Third Party Challenges Related to the Applicability of City Laws. The provisions of this Section will apply only in the event of a legal or equitable action or other proceeding, before a court of competent jurisdiction, instituted by any person or entity not a party to the Agreement

challenging the applicability to the Project or Project Site of a conflicting City Law (a "Third Party Enforcement Action"):

16.2.1 In the event of a Third Party Enforcement Action, City must: (i) promptly notify Developer of such action or proceeding; and (ii) stipulate to Developer's intervention as a party to such action or proceeding unless Developer has already been named as a respondent or real party in interest to such action or proceeding. In no event will City take any action that would frustrate, hinder, or otherwise complicate Developer's efforts to intervene, join or otherwise participate as a party to any Third Party Enforcement Action. As requested by Developer, City must use its best efforts to ensure that Developer is permitted to intervene, join or otherwise participate as a party to any Third Party Enforcement Action. If, for any reason, Developer is not permitted to intervene, join or otherwise participate as a party to any Third Party Enforcement Action, the parties to this Agreement agree to cooperate, to the maximum extent permitted by law, in the defense of such action or proceeding. For purposes of this Section, the required cooperation between the parties includes, without limitation, developing litigation strategies, preparing litigation briefs and other related documents, conferring on all aspects of the litigation, developing settlement strategies, and, to the extent permitted by law, jointly making significant decisions related to the relevant litigation, throughout the course thereof.

16.2.2 City's costs of defending any Third Party Enforcement Action, including all court costs, and reasonable attorney's fees expended by City (including the time and cost of the City Attorney) in defense of any Third Party Enforcement Action, as well as the time of City's staff spent in connection with such defense (the "Enforcement Action Defense Costs), will be paid in accordance with this Agreement. The Enforcement Action Defense Costs shall extend to, and Developer will be obligated to pay, any costs incurred on appeal unless Developer notifies the City in writing that it does not wish to pursue the appeal.

16.2.3 City must not enter into a settlement agreement or take any other action to resolve any Third Party Enforcement Action without Developer's written consent. City cannot, without Developer's written consent, take any action that would frustrate, hinder or otherwise prevent Developer's efforts to settle or otherwise resolve any Third Party Enforcement Action.

16.2.4 Provided that City complies with this Section and provided that Developer is a party to the relevant Third Party Enforcement Action, Developer agrees to be bound by any final judgment (i.e., following all available appeals) arising out of a Third Party Enforcement Action and further agrees that no default under this Agreement will arise if such final judgment requires City to apply to the Project or Project Site a City Law that conflicts with Applicable Law or this Agreement.

17. Time of Essence. Time is of the essence for each provision of this Agreement of which time is an element.

18. Effective Date. This Agreement shall become operative on the date the Enabling Ordinance approving this Development Agreement becomes effective (the "Effective Date") pursuant to Government Code Section 36937.

19. Notices. Any notice that a party is required or may desire to give the other must be in writing and may be sent by: i) personal delivery; or ii) by deposit in the United States mail, postage paid,

registered or certified mail, return receipt requested; or iii) by overnight delivery using a nationally recognized overnight courier, providing proof of delivery; or iv) by facsimile, evidenced by confirmed receipt; or v) by electronic delivery, evidenced by confirmed receipt, addressed as follows:

If to City:	City of El Segundo 350 Main Street El Segundo, CA 90245 Attention: City Manager Phone: 310/524-2301 Fax: 310/322-7137 E-mail: smitnick@elsegundo.org
With a Copy to:	City of El Segundo 350 Main Street El Segundo, CA 90245 Attention: Director of Development Services Phone: 310/524-2346 Fax: 310/322-4167 E-mail: mallen@elsegundo.org
With a Copy to:	Hensley Law Group 2600 W. Olive Avenue Suite 500 Burbank, California 91505 Attention: Mark D. Hensley, Esq. Phone: (818) 333-5120 Fax: (818) 333-5121 E-mail: mhensley@hensleylawgroup.com
If to Developer:	Nick Browne, VP – Product and Development 6080 Center Drive, Suite 120 Los Angeles, CA 90045 Phone: 310/664-3886 E-mail: nbrowne@eqoffice.com

Either City or Developer may change its mailing address at any time by giving written notice of such change to the other in the manner provided herein at least ten days prior to the date such change is affected. Any notice given by mail is deemed to have been given as of the date of delivery (whether accepted or refused) established by the United State Post Office, return receipt, or the overnight carrier's proof of delivery as the case may be. Notices given in any other manner are effective only if and when received by the party to be notified between the hours of 8:00 a.m. and 5:00 p.m., local time of the recipient, of any business day with delivery made after such hours deemed received the following business day.

20. Entire Agreement. This Agreement contains the entire agreement between the Parties regarding the subject matter hereof, and supersedes in its entirety all prior agreements or understandings, oral or written. This Agreement shall not be amended, except as expressly provided

herein.

21. Waiver. No waiver of any provision of this Agreement shall constitute a waiver of any other provision, whether or not similar; nor shall any such waiver constitute a continuing or subsequent waiver of the same provision. No waiver shall be binding, unless it is executed in writing by a duly authorized representative of the Party against whom enforcement of the waiver is sought.

22. Supersession of Subsequent Laws of Judicial Action. The provisions of this Agreement must, to the extent feasible, be modified or suspended as may be necessary to comply with any new law or decision issued by a court of competent jurisdiction, enacted or made after the effective date which prevents or precludes compliance with one or more provisions of this Agreement. Immediately after enactment of any such new law, or issuance of such decision, the parties must meet and confer in good faith to determine the feasibility of any such modification or suspension based on the effect such modification or suspension would have on the purposes and intent of this Agreement.

23. Severability. If any provision of this Agreement is determined by a court of competent jurisdiction to be invalid or unenforceable, the remainder of this Agreement shall be effective to the extent the remaining provisions are not rendered impractical to perform, taking into consideration the purposes of this Agreement.

24. Relationship of the Parties. Each Party acknowledges that, in entering into and performing under this Agreement, it is acting as an independent entity and not as an agent of any other Party in any respect. Nothing contained herein or in any document executed in connection herewith shall be construed as creating the relationship of partners, joint ventures or any other association of any king or nature between City and Developer, jointly or severally.

25. No Third-Party Beneficiaries. This Agreement is made and entered into for the sole benefit of the Parties and their successors in interest. No other person or party shall have any right of action based upon any provision of this Agreement.

26. Recordation of Agreement and Amendments. This Agreement and any amendment thereof shall be recorded with the County Recorder of the County of Los Angeles by the City Clerk of City.

27. Cooperation Between City and Developer. City and Developer shall execute and deliver to the other all such other and further instruments and documents as may be reasonably necessary to carry out the purposes of this Agreement. Upon satisfactory performance by Developer, and subject to the continuing cooperation of the Developer, City will commence and in a timely manner proceed to complete all steps necessary for the implementation of this Agreement and development of the Project or Property in accordance with the terms of this Agreement.

28. Rules of Construction. The captions and headings of the various sections and subsections of this Agreement are for convenience of reference only, and they shall not constitute a part of this Agreement for any other purpose or affect interpretation of the Agreement. Should any provision of this Agreement be found to be in conflict with any provision of the Applicable Rules or the Project Approvals or the Future Approvals, the provisions of this Agreement shall control.

29. Joint Preparation. This Agreement shall be deemed to have been prepared jointly and equally

by the Parties, and it shall not be construed against any Party on the ground that the Party prepared the Agreement or caused it to be prepared.

30. Governing Law and Venue. This Agreement is made, entered into, and executed in the County of Los Angeles, California, and the laws of the State of California shall govern its interpretation and enforcement. Any action, suit or proceeding related to, or arising from, this Agreement shall be filed in the appropriate court having jurisdiction in the County of Los Angeles.

31. Counterparts. This Agreement may be executed in multiple counterparts, each of which shall be deemed an original, but all of which constitute one and the same instrument.

32. Weekend/Holiday Dates. Whenever any determination is to be made or action to be taken on a date specified in this Agreement, if such date shall fall upon a Saturday, Sunday or holiday specified in Government Code § 6700, the date for such determination or action shall be extended to the first business day immediately thereafter.

33. Not a Public Dedication. Except as otherwise expressly provided herein, nothing herein contained shall be deemed to be a gift or dedication of the Property, or of the Project, or any portion thereof, to the general public, for the general public, or for any public use or purpose whatsoever, it being the intention and understanding of the Parties that this Agreement be strictly limited to and for the purposes herein expressed for the development of the Project as private property. The Developer shall have the right to prevent or prohibit the use of the Property, or the Project, or any portion thereof, including common areas and buildings and improvements located thereon, by any person for any purpose which is not consistent with the development of the Project. Any portion of the Property conveyed to the City by the Developer as provided herein shall be held and used by the City only for the purposes contemplated herein or otherwise provided in such conveyance, and the City shall not take or permit to be taken (if within the power or authority of the City) any action or activity with respect to such portion of the Property that would deprive the Developer of the material benefits of this Agreement, or would in any manner interfere with the development of the Project as contemplated by this Agreement.

34. Releases. City agrees that upon written request of Developer and payment of all fees and performance of the requirements and conditions required by Developer by this Agreement, the City must execute and deliver to Developer appropriate release(s) of further obligations imposed by this Agreement in form and substance acceptable to the Los Angeles County Recorder's Office or as otherwise may be necessary to effect the release.

35. Consent. Where the consent or approval of City or Developer is required or necessary under this Agreement, the consent or approval will not be unreasonably withheld, delayed or conditioned.

IN WITNESS WHEREOF, the Developer and the City of El Segundo have executed this Development Agreement on the date first above written.

CITY:

City of El Segundo, a municipal corporation

By: _____
Mayor

ATTEST:

_____
Tracy Weaver
City Clerk

APPROVED AS TO FORM:

By:_____
Mark D. Hensley, City Attorney

DEVELOPER:

BRE EL SEGUNDO PROPERTY OWNER A LLC

By: _____
Patrick Volz, Vice President

BRE EL SEGUNDO PROPERTY OWNER B LLC

By: _____
Patrick Volz, Vice President

BRE EL SEGUNDO PARKING LLC

By: _____
Patrick Volz, Vice President

EXHIBIT A

LEGAL DESCRIPTION

Real property in the City of El Segundo, County of Los Angeles, State of California, described as follows:

PARCEL 1: (APN: 4139-025-075)

LOT 428 IN BLOCK 123 OF EL SEGUNDO, IN THE CITY OF EL SEGUNDO, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22 PAGES 106 AND 107 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 2: (APN: 4139-025-073, 074, 076, 081)

LOTS 385, 386, 387, 429 AND 430 IN BLOCK 123 OF EL SEGUNDO, IN THE CITY OF EL SEGUNDO, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22 PAGES 106 AND 107 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 3: (APN: 4139-025-091)

LOTS 382, 383, 384, 431, 432 AND 433 IN BLOCK 123 OF EL SEGUNDO, IN THE CITY OF EL SEGUNDO, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22 PAGES 106 AND 107 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT ALL PETROLEUM, GAS, ASPHALTUM AND OTHER HYDROCARBONS AND OTHER MINERALS, WHETHER SIMILAR TO THOSE HEREIN SPECIFIED OR NOT, WITHIN OR UNDERLYING OR THAT MAY BE PRODUCED FROM PARCELS 1 AND 2, TOGETHER WITH THE EXCLUSIVE RIGHT TO ENTER INTO, ACROSS OR THROUGH THE SUBSURFACE OF SAID LAND FOR THE PURPOSE OF TAKING OR PRODUCING ANY PETROLEUM, GAS, ASPHALTUM, OTHER HYDROCARBONS AND OTHER MINERALS AND UNDER SAID LAND, BY DIRECTIONAL DRILLING OR OTHER SUBSURFACE OPERATIONS AND THE EXCLUSIVE RIGHT TO USE THE SUBSURFACE OF SAID LAND FOR THE PURPOSE OF INJECTING THEREIN, OR WITHDRAWING THEREFROM GAS, OIL, OR OTHER SUBSTANCES, WHETHER HYDROCARBON OR NOT, FOR STORAGE, REPRESSURING, OR OTHER PURPOSES, BUT WITH NO RIGHT TO ENTER UPON THE SURFACE OF SAID LAND, AS GRANTED TO STANDARD OIL COMPANY OF CALIFORNIA, A CORPORATION, BY DEED RECORDED APRIL 28, 1947 AS INSTRUMENT NO. 480 IN BOOK 24472 PAGE 357, OFFICIAL RECORDS.

PARCEL 4: (portion of APN: 4139-024-057)

THE WESTERLY 60 FEET OF LOTS 2 AND 9 IN BLOCK 113 OF EL SEGUNDO, IN THE CITY OF EL SEGUNDO, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 20 PAGES 114 AND 115 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 5: (APN: 4139-024-058)

LOTS 1, 2, 9 AND 10 IN BLOCK 113 OF EL SEGUNDO, IN THE CITY OF EL SEGUNDO, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 20 PAGES 114 AND 115 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THE WESTERLY 60 FEET OF SAID LOTS 2 AND 9.

ALSO EXCEPT THEREFROM THE NORTHERLY 181.00 FEET OF SAID LOTS 1 AND 2.

ALSO EXCEPT THE SOUTH 147.03 FEET OF LOT 10.

ALSO EXCEPT THEREFROM ALL PETROLEUM, GAS, ASPHALTUM AND OTHER HYDROCARBONS AND OTHER MINERALS, WHETHER SIMILAR TO THOSE HEREIN SPECIFIED OR NOT, WITHIN OR UNDERLYING OR THAT MAY BE PRODUCED FROM SAID LAND, TOGETHER WITH THE EXCLUSIVE RIGHT TO ENTER INTO, ACROSS OR THROUGH THE SUBSURFACE OF SAID LAND FOR THE PURPOSE OF TAKING OR PRODUCING ANY PETROLEUM AND OTHER HYDROCARBONS, AND OTHER MINERALS IN AND UNDER SAID LAND, BY DIRECTIONAL DRILLING OR OTHER SUBSURFACE OF SAID LAND FOR THE PURPOSE OF INJECTING THEREIN OR WITHDRAWING THEREFROM GAS, OIL OR OTHER SUBSTANCES, WHETHER HYDROCARBON OR NOT, FOR STORAGE, REPRESSURING OR OTHER PURPOSES, BUT WITH NO RIGHT TO ENTER UPON THE SURFACE OF SAID LAND, AS GRANTED TO STANDARD OIL COMPANY OF CALIFORNIA, A CORPORATION, BY DEED RECORDED APRIL 28, 1947 IN BOOK 24472 PAGE 357, OFFICIAL RECORDS.

PARCEL 6: (portion of APN: 4139-024-057)

A PARCEL OF LAND SITUATE IN THE CITY OF EL SEGUNDO, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING A PORTION OF BLOCK 113 OF EL SEGUNDO, AS PER MAP RECORDED IN BOOK 20, PAGES 114 THROUGH 115, INCLUSIVE, IN THE OFFICE OF THE RECORDER OF SAID COUNTY AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF LOT 1 OF TRACT NO. 48436, AS PER MAP RECORDED IN BOOK 1180, PAGES 68 THROUGH 69, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE RECORDER OF SAID COUNTY; THENCE ALONG THE SOUTH LINE OF PALM AVENUE SOUTH 89° 58’ 36” EAST 60.00 FEET TO THE TRUE POINT OF BEGINNING; THENCE ALONG THE SOUTH LINE OF PALM AVENUE SOUTH 89° 58’ 36” EAST 13.19 FEET; THENCE SOUTH 00° 03’ 15” WEST 181.00 FEET; THENCE NORTH 89° 58’ 36” WEST 13.11 FEET; THENCE NORTH 00° 01’ 50” EAST 181.00 FEET TO THE TRUE POINT OF BEGINNING.

EXHIBIT B

ASSIGNMENT AND ASSUMPTION AGREEMENT

Recording Requested By and
When Recorded Mail To:
BRE

ASSIGNMENT AND ASSUMPTION AGREEMENT

This ASSIGNMENT AND ASSUMPTION AGREEMENT ("Agreement") is made and entered into by and among BRE ("Assignors"), and, _____, a _____ ("Assignee").

R E C I T A L S

A. The City of El Segundo ("City") and Assignor entered into that certain Development Agreement dated _____, 20___ (the "Development Agreement"), with respect to the real property located in the City of El Segundo, State of California more particularly described in Exhibit "A" attached hereto (the "Project Site"), and

B. Assignor has obtained from the City certain development approvals and permits with respect to the development of the Project Site, including without limitation, approval of _____ for the Project Site (collectively, the "Project Approvals").

C. Assignor intends to sell, and Assignee intends to purchase that portion, of the Project Site more particularly described in Exhibit "B" attached hereto (the "Transferred Property").

D. In connection with such purchase and sale, Assignor desires to transfer all of the Assignor's right, title, and interest in and to the Development Agreement and the Project Approvals with respect to the Transferred Property. Assignee desires to accept such assignment from Assignor and assume the obligations of Assignor under the Development Agreement and the Project Approvals with respect to the Transferred Property. [or modify if not all interest sold]

THEREFORE, the parties agree as follows:

1. Assignment. Assignor hereby assigns and transfers to Assignee all of Assignor's right, title, and interest in and to the Development Agreement and the Project Approvals with respect to the Transferred Property. Assignee hereby accepts such assignment from Assignor.

2. Assumption. Assignee expressly assumes and agrees to keep, perform, and fulfill all the terms, conditions, covenants, and obligations required to be kept, performed, and fulfilled by Assignor under the Development Agreement and the Project Approvals with respect to the Transferred Property, including but not limited to those obligations specifically allocated to the

Transferred Parcel as set forth on Exhibit "C" attached hereto.

3. Effective Date. The execution by City of the attached receipt for this Agreement shall be considered as conclusive proof of delivery of this Agreement and of the assignment and assumption contained herein. This Agreement shall be effective upon its recordation in the Official Records of Los Angeles County, California, provided that Assignee has closed the purchase and sale transaction and acquired legal title to the Transferred Property.

4. Remainder of Project. Any and all rights or obligations pertaining to such portion of the Project Site other than the Transferred Property are expressly excluded from the assignment and assumption provided in sections 1 and 2 above.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the dates set forth next to their signatures below.

"ASSIGNOR"

BRE

_____

RECEIPT BY CITY

The attached ASSIGNMENT AND ASSUMPTION AGREEMENT is received by the City of El Segundo on this ___ day of _____, _____.

CITY OF EL SEGUNDO

_____

By: _____
Development Services Director or
Designee

EXHIBIT C

PACIFIC COAST COMMONS SPECIFIC PLAN
LAND USE DISTRICTS

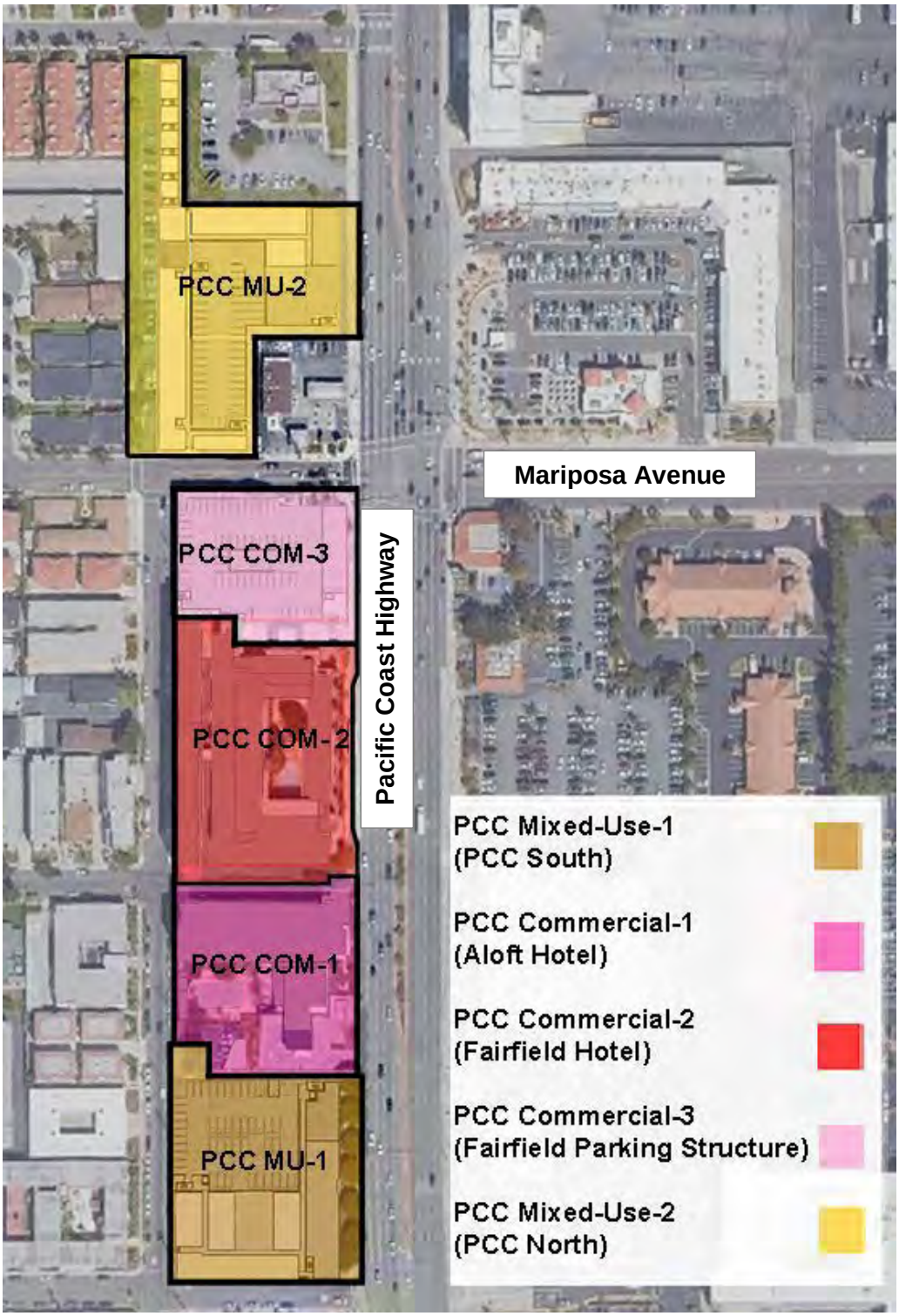


EXHIBIT D-1

PCC SOUTH AFFORDABLE HOUSING AGREEMENT

Recording Requested by and When
Recorded Return to:

CITY OF EL SEGUNDO
350 Main Street
El Segundo, California 90245

OFFICIAL BUSINESS
Document entitled to free
recording per Government Code
Section 6103

Space above this line for Recorder's use only

AGREEMENT CREATING AFFORDABLE HOUSING COVENANTS
(INCLUDING RENTAL RESTRICTIONS)

THIS AGREEMENT is entered into as of _____, 202_, by and between the CITY OF EL SEGUNDO, a municipal corporation (herein referred to as "City") and BRE EL SEGUNDO PROPERTY A LLC, a Delaware limited liability company (herein referred to as "Owner").

A. Owner owns fee title to that certain real property (the "Property") located in the City of El Segundo, County of Los Angeles, State of California, legally described on Exhibit A attached hereto and incorporated herein.

B. Owner has entered into a development agreement with City (the "Development Agreement") entitling Owner to develop a mixed-use project containing 120 multi-family apartment units on the Property (the "Project").

C. In accordance with the requirements of Section 5.2 of the Development Agreement, a minimum of fifteen (15) units, shall be reserved for occupancy at an Affordable Rent to persons or families that qualify as a Low-Income Household or Very Low-Income Household, as follows:

	PCC South	Affordable Housing Units (Sub-Set of Total)	Affordability Levels
Studios	44	9	1 Very Low/8 Low
One Bedrooms	52	5	5 Low
Two Bedrooms	24	1	1 Low
Totals	**120**	**15**	**1 Very Low/14 Low**

D. City desires to enter this Agreement in order to ensure that the required number of Restricted Units will be made available to and occupied by Qualified Households in accordance with the terms and conditions of the Development Agreement.

NOW, THEREFORE, for valuable consideration, receipt of which is hereby acknowledged, CITY AND OWNER AGREE AS FOLLOWS:

1. Definitions

"Adult" means a person 18 years of age or older.

"Affordable Rent" means the maximum gross rent that can be borne by tenants in the Restricted Units, as published by CTCAC annually, minus Housing Related Expenses. The gross rent for the Low Income Rental Units is based on 80% of the Los Angeles County median income for the applicable unit type, and the gross rent for Very Low Income Rental Units is based on 50% of the Los Angeles County median income for the applicable unit type. Affordable Rent amounts will be adjusted annually to reflect increases in maximum gross rent published by CTCAC.

"CTCAC" means the California Tax Credit Allocation Committee.

"Gross Household Income: means all income from whatever source from all Adult Household members, which is anticipated to be received during the 12-month period following the date of the determination of Gross Household Income. The applicable sources of income are defined in California Code of Regulations Title 25 Housing and Community Development Section 6914.

"Household" means all the persons who will occupy the Restricted Unit as their principal residence. A child who is subject to a legally binding shared-custody agreement, in which the child resides with the Household at least 50% of the time, is counted as a member of the Household. Excluded from the definition of Household are live-in caregivers/caretakers, foster children, unborn children and children being pursued for legal custody or adoption that are not currently living with the Household.

"Housing Related Expenses" means any costs other than rent that are required to be borne by a tenant in a Restricted Unit in the Project. These costs include, but are not limited to, a Utility Allowance, any cost that are imposed by the Owner on a mandatory basis, and any mandatory costs that are charged by the Owner for amenities included in the Project. Owner may charge tenants in a Restricted Unit optional costs that are not Housing Related Expenses related to elective amenities requiring an optional service fee such as classes, room rentals, food service, or special events, but is prohibited from charging a tenant in a restricted unit any fee for equal access to common areas or project amenities such as pools, gyms, community rooms and outdoor areas. In addition, Owner is prohibited from charging any optional amenity fees to a tenant in a Restricted Unit that is higher than optional amenity fees charged to tenants in non-restricted units.

"HUD" means the United States Department of Housing and Urban Development.

"Low-Income Household" means a Household whose Gross Household Income does not exceed eighty percent (80%) of area median income adjusted for family size and published by HUD, under the parameters established by Section 3 of the U.S. Housing Act of 1937, as amended, for the Los Angeles-Long Beach-Glendale, CA HUD Metro FMR Area.

"Low-Income Rental Unit" means a rental unit in the Project reserved for and rented to Low-Income Households at a maximum monthly rent as set forth in Exhibit B.

"Qualified Household" means a Household that qualifies as a Very Low-Income Household or Low-Income Household.

"Restricted Units" means the Very Low-Income Rental Units and Low-Income Rental Units.

"Utility Allowance" means the allowance for utilities not furnished by the Owner, which shall be calculated based on the most current version of the allowances for Tenant Furnished Utilities and Other Services worksheet prepared by the Los Angeles Community Development Authority or its successor agency using the form prepared by HUD.

"Very Low-Income Household" means a Household whose Gross Household Income does not exceed fifty percent (50.0%) of area median income, adjusted for family size published by the United States Department of Housing and Urban Development (HUD), under the parameters established by Section 3 of the U.S. Housing Act of 1937, as amended, for the Los Angeles-Long Beach-Glendale, CA HUD Metro FMR Area.

"Very Low-Income Rental Unit" means a rental unit in the Project reserved for and rented to Very Low-Income Households at a maximum monthly rent as set forth in Exhibit B.

2. Use of the Property. Owner, on behalf of itself and its successors, assigns, and each successor in interest to Owner's interest in the Property or any part thereof, hereby covenants and agrees as follows:

A. The portion of the Property comprising the Project shall be used for residential use. Owner shall rent: (i) Nine (9) of the studio units to be developed at Affordable Rents to Low-Income Households and Very Low-Income Households in the proportions shown in Recital "C;" (ii) 5 of the one-bedroom units to be developed at Affordable Rents to Low-Income Households, and (iii) 1 of the two-bedroom units to be developed at Affordable Rents to Low-Income Households.

B. The designated Restricted Units are shown on the floor plan attached hereto as Exhibit "C." These will be fixed locations *(Note prior to execution of this Agreement the Owner and City shall identify the Restricted Units on the floor plan. Those units shall not be segregated from the market rate units. The Restricted Units, by type and affordability, should be equitably distributed throughout the Project. They shall not be distinguishable, nor located in inferior locations nor clustered).* For the full term, the number, size, type, and

amenity level of Restricted Units shall not be fewer than the number nor different from the size, type and amenity level described in this Agreement. However, the location of the Restricted Units can be changed with prior written approval from the City.

C. The formula for determining the current applicable (for the year 2021) Affordable Rents is set forth in the Schedule of Affordable Rents attached to this Agreement as Exhibit "B".

D. Occupancy Requirements: For a studio Restricted Unit, a maximum of two people can occupy the unit. For a one-bedroom Restricted Unit , a maximum of three people can occupy the unit. For a two-bedroom Restricted Unit, a maximum of five people can occupy the unit.

E. The Owner must forward a copy of its initial standard form of lease agreement to the City for final review as to compliance with this Agreement and thereafter upon request by City. In addition to other requirements imposed under this Agreement, Owner's form of lease agreement must include the following: (1) restrictions prohibiting tenants from subleasing the Restricted Unit and that the Qualified Household must have continued residence in the Restricted Unit; (2) a provision to the effect that Owner has relied on the income certification and supporting information supplied by the tenant in determining qualification for occupancy of the Restricted Unit and that any material misstatement in such certification (whether or not intentional) will be cause for termination of the lease in the soonest time period permitted by applicable law; (3) A rider in the lease that a Household must move out within sixty (60) days if they become over-income at their annual income recertification. An over-income Household will be given a right of first refusal to move into any unit for which they qualify and that is or becomes vacant prior to moving out of their Restricted Unit; And (4) A rider in the lease that a Household must move to the next available qualifying Restricted unit if they are in excess of the maximum occupancy standards at their annual income recertification.

F. Fair Housing Covenants: Owner covenants that it will comply with all applicable state and federal fair housing laws in the marketing and rental of the Restricted Units. Owner agrees to accept as tenants, on the same basis as all other prospective tenants, persons who are recipients of federal certificates or vouchers for rent subsidies under the Section 8 program or any successor program, provided that the total rent to be paid for the subject unit is equal to the then full market rent. The total amount of rent that may be charged and received by Owner for a Restricted Unit is limited to the Affordable Rent.

G. Non-Discrimination Covenants: Owner may not restrict the rental, use, occupancy, or enjoyment of the Restricted Units, the Property, or any portion thereof, on the basis of the race, color, religion, sex, gender, gender identity, gender expression, sexual orientation, marital status, national origin, ancestry,

familial status, source of income, disability, or genetic information of any person. Owner covenants for itself and all persons claiming under or through it, and this Agreement is made and accepted upon and subject to the condition that there may be no discrimination against or segregation of any person or group of persons on account of any basis listed in subdivision (a) or (d) of Section 12955 of the Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the Government Code, in the lease, use, occupancy, tenure or enjoyment of the Restricted Units. Nor may Owner or any person claiming under or through Owner establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants.

H. Marketing of Units. Owner must offer each Restricted Unit for rental only to Qualified Households. Owner must continuously maintain an interest list of prospective tenants for Restricted Units that may become available in the future. Owner may not charge more than the then current industry standard per Adult Household member for application fees including credit check and screening and background checks.

3. Enforcement of Covenants.

A. The City shall have the right, but not the obligation, to monitor and enforce the covenants contained in this Agreement.

B. Owner shall comply with any monitoring program set up by City to enforce the affordability covenants. Owner shall pay for actual costs of an independent third-party affordable housing consultant chosen by the City to provide, at rates that are competitive in the market area income limit verification that meets the affordable housing requirements of this agreement.

C. Annual Reports. By no later than July 15th of each year following the Commencement of the Term, Owner must submit an annual report ("**Annual Report**") to the Director in a form reasonably satisfactory to the City Manager. The Annual Report must include the following information for each Restricted Unit:

1. The number of bedrooms;

2. The number of people residing in the Restricted Unit;

3. The current rent and other charges;

4. The dates of any vacancies during the previous year; and

5. The total Gross Household Income of the residents upon commencing occupancy of their Restricted Unit and the source of such information.

D. Additional Report Information. In addition to the information in Section 3.C, the information in the Annual Report must include the following:

1. Information on the status of waiting lists for the Restricted Units.

E. In the event that a Household, on annual recertification, is determined to have Gross Household Income in excess of the amounts set forth in Section 2(C) and 2(D) of this Agreement Owner must cause the Household to vacate the Restricted Unit and must re-rent the unit to a Qualified Household. However, Owner shall allow the Household to remain in the Restricted Unit at the Affordable Rent for up to sixty days. If, after sixty days, the Household has not voluntarily vacated, an eviction notice must be served and pursued with due diligence to conclusion. Owner shall offer any such Household that is above 80% area median income an opportunity to rent any then available comparably sized unit at market rent and shall offer any such Household that is at or below 80% area median rent an opportunity to rent any then available comparably sized Low-Income Rental Unit at Affordable Rent.

F. Maintenance of Records. Owner must maintain complete and accurate records pertaining to the Restricted Units for a period of five years after the final date of occupancy by a tenant and must permit any duly authorized representative of City to inspect the books and records of Owner pertaining to the Project including, but not limited to, those records pertaining to the occupancy of each Restricted Unit.

4. Covenant is in Lieu of Affordable Housing Fees. City agrees that Owner's provision of affordable rental housing in accordance with this agreement totally absolves the Project from being charged inclusionary housing fees or any other fees intended to subsidize or contribute to affordable housing in the City.

5. Covenants Running with the Land. All conditions, covenants and restrictions contained in this Agreement shall be covenants running with the land, and shall, in any event, and without regard to technical classification or designation, legal or otherwise, be, to the fullest extent permitted by law and equity, binding for the benefit and in favor of, and enforceable by City, its successors and assigns, against Owner, its successors and assigns, to or of the Property or any portion thereof or any interest therein, and any party in possession or occupancy of said Property or portion thereof. City shall be deemed the beneficiary of the covenants, conditions and restrictions of this Agreement both in its own right and for the purposes of protecting the interests of the community. The covenants, conditions, and restrictions shall run in favor of the City without regard to whether the City has been, remains, or is an owner of any land or interest therein in the Project area. The covenants, conditions and restrictions contained in this Agreement shall not benefit nor be enforceable by any person or entity except the City.

6. Subordination to Permitted Mortgages. The use restrictions contained in Section 1 of this Agreement, and City's rights hereunder, are subordinate to (i) any deed of trust or mortgage encumbering the property provided that all of the proceeds of the loan secured by the deed of trust or mortgage are used to acquire the Property and/or construct the Project, and (ii) any deed of trust or

mortgage securing the first permanent refinancing of the loan described in subsection (i) (said encumbrances are referred to individually and collectively as "Permitted Mortgages"). The use restrictions contained in Section 1 of this Agreement, and the City's rights thereunder, will not be subordinated to any encumbrance existing as of the date of this Agreement other than Permitted Mortgages.

7. Recordation. Prior to issuance of a certificate of occupancy, but not sooner than issuance of building permits for the Project, this Agreement shall be recorded in the office of the County Recorder of Los Angeles County.

8. Term. Every covenant and condition and restriction contained in this Agreement shall remain in effect for fifty-five (55) years from the date on which the Project obtains a certificate of occupancy.

9. Notice and Opportunity to Cure. Prior to exercising any remedies hereunder, City shall give Owner notice of such default. If the default is reasonably capable of being cured within thirty (30) days, Owner shall have such period to effect a cure prior to exercise of remedies by City. If the default is such that it is not reasonably capable of being cured within thirty (30) days, and Owner (a) initiates corrective action within said period, and (b) diligently, continually, and in good faith works to effect a cure as soon as possible, then Owner shall have such additional time as is reasonably necessary to cure the default prior to exercise of any remedies by City.

10. Enforcement. If a violation of any of the covenants or provisions of this Agreement remains uncured after the respective time period set forth in Paragraph 9, above, City and its successors and assigns, without regard to whether City or its successors and assigns is an owner of any land or interest therein to which these covenants relate, may institute and prosecute any proceedings at law or in equity to abate, prevent or enjoin any such violation or attempted violation or to compel specific performance by Owner of its obligations hereunder. No delay in enforcing the provisions hereof as to any breach or violation shall impair, damage or waive the right of the City to enforce the provisions hereof or to obtain relief against or recover for the continuation or repetition of such breach or violations or any similar breach or violation hereof at any later time.

11. Liens. Nothing herein contained shall be deemed to prohibit Owner from contesting the validity or amounts of any encumbrance, lien, levy or attachment, or to limit the remedies available to Owner in respect thereto.

IN WITNESS WHEREOF, the City and the Owner have signed this Agreement as of the dates set opposite their signatures.

CITY OF EL SEGUNDO

By: _____

APPROVED AS TO FORM AND LEGALITY
City Attorney

By:_____

BRE EL SEGUNDO PROPERTY OWNER A LLC

By: _____
Patrick Volz, Vice President

STATE OF CALIFORNIA
COUNTY OF _____

On _____- before me, _____, a Notary Public, personally appeared _____, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

Signature

STATE OF CALIFORNIA

COUNTY OF _____

On _____- before me, _____, a Notary Public, personally appeared _____, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

Witness my hand and official seal.

Signature

EXHIBIT A

LEGAL DESCRIPTION

All the certain real property located in the City of El Segundo, County of Los Angeles, State of California, described as follows:

Lot 1 of Vesting Map No. 82806 recorded on _____, 20___, in the County Recorder's Office of Los Angeles County.

EXHIBIT "B"

AFFORDABLE RENTS

a. The gross rents for the Restricted Units shall be based on the rent schedule published annually for Los Angeles County by CTCAC in accordance with IRC Section 42. This schedule currently provides:

Per HUD Notice
Effective: April 1, 2021

CALIFORNIA TAX CREDIT ALLOCATION COMMITTEE 2021

Maximum Rents for Projects From Ceilings Post-1989 and Those from the Pre-1990 Ceilings That Elected with the Secretary of the Treasury* to use the Post-1989 Rents

**(See IRC Section 42 - Section 13142(c) of the Omnibus Budget Reconciliation Act of 1993)*

For Projects Placed in Service on or after 4/1/21+

County	Efficiency	1 BR	2 BR	3 BR
LOS ANGELES				
100% Income Level	$2,070	$2,216	$2,660	$3,072
80% Income Level	$1,656	$1,774	$2,128	$2,459
50% Income Level	$1,035	$1,108	$1,330	$1,536

b. The Housing Related Expenses, as applicable, must be deducted from the gross rent as adjusted for unit size and described above to determine the Affordable Rent.

In the event this schedule ceases to be published, the gross monthly rents shall be calculated using the following methodology. The gross monthly rents must be reduced by the Housing Related Expenses to determine the Affordable Rent,

i. For the sole purpose of calculating the Affordable Rents, the following benchmark household sizes will be applied: Studio/ Efficiency Unit = 1 Person, 1 Bedroom Unit = 1.5 Persons and 2 Bedroom Unit = 3 Persons.

ii. Low Income Rental Units: Gross monthly rent is calculated by taking the most recent HUD Low-Income Limit for benchmark household sizes equal to 1.5 persons multiplied times the number of bedrooms in the unit. The benchmark household size is then multiplied times thirty percent (30%) then divided by twelve (12) to determine the gross monthly rent. By way of example: The FY2021 HUD Low-Income Limit for a 1 person household is $66,250 thus the gross monthly rent for a Studio/Efficiency Unit is ($66,250 x 30%) / 12 = **$1,656**. The FY2021 HUD Low-Income Limit for a 1.5 person household is the 1 person Low-Income Limit plus the 2 person Low-Income Limit, divided by two, thus the gross monthly rent for a 1 Bedroom Unit is (($66,250 + $75,700) /2) x 30%) / 12 = **$1,774**. The FY2021 HUD Low-Income Limit for a 3 person household is $85,150 thus the gross monthly rent for a 2 Bedroom Unit is ($85,150 times 30%) / 12 = **$2,128**.

iii. "Very Low-Income" units: Gross monthly rent is calculated by taking the most recent HUD Very Low-Income Limit for benchmark household sizes equal to 1.5 persons multiplied times the number of bedrooms in the unit.

The benchmark household size is then multiplied times thirty percent (30%) then divided by twelve (12) to determine the gross monthly rent. By way of example: The FY2021 HUD Very Low-Income Limit for a 1 person household is $41,400 thus the gross monthly rent for a Studio/Efficiency Unit is ($41,400 x 30%) / 12 = **$1,035**. The FY2021 HUD Very Low-Income Limit for a 1.5 person household is the 1 person Low- Income Limit plus the 2 person Very Low-Income Limit, divided by two thus the gross monthly rent for a 1 Bedroom Unit is (($41,400 + $47,300) /2) x 30%) / 12 = **$1,108**. The FY2021 HUD Very Low-Income Limit for a 3 person household is $53,200 thus the gross monthly rent for a 2 Bedroom Unit is ($53,200 x 30%) / 12 = **$1,330**.

EXHIBIT C
DESIGNATED RESTRICTED UNITS

EXHIBIT D-2

PCC NORTH AFFORDABLE HOUSING AGREEMENT

Recording Requested by and
When Recorded Return to:

CITY OF EL SEGUNDO
350 Main Street
El Segundo, California 90245

OFFICIAL BUSINESS
Document entitled to free
recording per Government
Code Section 6103

Space above this line for Recorder's use only

AGREEMENT CREATING AFFORDABLE HOUSING COVENANTS (INCLUDING RENTAL RESTRICTIONS)

THIS AGREEMENT is entered into as of _____, 202_, by and between the CITY OF EL SEGUNDO, a municipal corporation (herein referred to as "City") and BRE EL SEGUNDO PARKING LLC, a Delaware limited liability company (herein referred to as "Owner").

A. Owner owns fee title to that certain real property (the "Property") located in the City of El Segundo, County of Los Angeles, State of California, legally described on Exhibit A attached hereto and incorporated herein.

B. Owner has entered into a development agreement with City (the "Development Agreement") entitling Owner to develop a mixed-use project containing 137 multi-family apartment units on the Property (the "Project").

C. In accordance with the requirements of Section 5.2 of the Development Agreement, a minimum of seventeen (17) units, shall be reserved for occupancy at an Affordable Rent to persons or families that qualify as a Low-Income Household or Very Low-Income Household, as follows:

	PCC North	Affordable Housing Units (Sub-Set of Total)	Affordability Levels
Studios	47	9	2 Very Low/7 Low
One Bedrooms	67	6	6 Low
Two Bedrooms	23	2	2 Low
Totals	**137**	**17**	**2 Very Low/15 Low**

D. City desires to enter this Agreement in order to ensure that the required number of Restricted Units will be made available to and occupied by Qualified Households in accordance with the terms and conditions of the Development Agreement.

NOW, THEREFORE, for valuable consideration, receipt of which is hereby acknowledged, CITY AND OWNER AGREE AS FOLLOWS:

1. Definitions

"Adult" means a person 18 years of age or older.

"Affordable Rent" means the maximum gross rent that can be borne by tenants in the Restricted Units, as published by CTCAC annually, minus Housing Related Expenses. The gross rent for the Low Income Rental Units is based on 80% of the Los Angeles County median income for the applicable unit type, and the gross rent for Very Low Income Rental Units is based on 50% of the Los Angeles County median income for the applicable unit type. Affordable Rent amounts will be adjusted annually to reflect increases in maximum gross rent published by CTCAC.

"CTCAC" means the California Tax Credit Allocation Committee.

"Gross Household Income: means all income from whatever source from all Adult Household members, which is anticipated to be received during the 12-month period following the date of the determination of Gross Household Income. The applicable sources of income are defined in California Code of Regulations Title 25 Housing and Community Development Section 6914.

"Household" means all the persons who will occupy the Restricted Unit as their principal residence. A child who is subject to a legally binding shared-custody agreement, in which the child resides with the Household at least 50% of the time, is counted as a member of the Household. Excluded from the definition of Household are live-in caregivers/caretakers, foster children, unborn children and children being pursued for legal custody or adoption that are not currently living with the Household.

"Housing Related Expenses" means any costs other than rent that are required to be borne by a tenant in a Restricted Unit in the Project. These costs include, but are not limited to, a Utility Allowance, any cost that are imposed by the Owner on a mandatory basis, and any mandatory costs that are charged by the Owner for amenities included in the Project. Owner may charge tenants in a Restricted Unit optional costs that are not Housing Related Expenses related to elective amenities requiring an optional service fee such as classes, room rentals, food service, or special events, but is prohibited from charging a tenant in a restricted unit any fee for equal access to common areas or project amenities such as pools, gyms, community rooms and outdoor areas. In addition, Owner is prohibited from charging any optional amenity fees to a tenant in a Restricted Unit that is higher than optional amenity fees charged to tenants in non-restricted units.

"HUD" means the United States Department of Housing and Urban Development.

"Low-Income Household" means a Household whose Gross Household Income does not exceed eighty percent (80%) of area median income adjusted for family size and published by HUD, under the parameters established by Section 3 of the U.S. Housing Act of 1937, as amended, for the Los Angeles-Long Beach-Glendale, CA HUD Metro FMR Area.

"Low-Income Rental Unit" means a rental unit in the Project reserved for and rented to Low-Income Households at a maximum monthly rent as set forth in Exhibit B.

"Qualified Household" means a Household that qualifies as a Very Low-Income Household or Low-Income Household.

"Restricted Units" means the Very Low-Income Rental Units and Low-Income Rental Units.

"Utility Allowance" means the allowance for utilities not furnished by the Owner, which shall be calculated based on the most current version of the allowances for Tenant Furnished Utilities and Other Services worksheet prepared by the Los Angeles Community Development Authority or its successor agency using the form prepared by HUD.

"Very Low-Income Household" means a Household whose Gross Household Income does not exceed fifty percent (50.0%) of area median income, adjusted for family size published by the United States Department of Housing and Urban Development (HUD), under the parameters established by Section 3 of the U.S. Housing Act of 1937, as amended, for the Los Angeles-Long Beach-Glendale, CA HUD Metro FMR Area.

"Very Low-Income Rental Unit" means a rental unit in the Project reserved for and rented to Very Low-Income Households at a maximum monthly rent as set forth in Exhibit B.

2. Use of the Property. Owner, on behalf of itself and its successors, assigns, and each successor in interest to Owner's interest in the Property or any part thereof, hereby covenants and agrees as follows:

A. The portion of the Property comprising the Project shall be used for residential use. Owner shall rent: (i) Nine (9) of the studio units to be developed at Affordable Rents to Low-Income Households and Very Low-Income Households in the proportions shown in Recital "C;" (ii) 6 of the one-bedroom units to be developed at Affordable Rents to Low-Income Households, and (iii) 2 of the two-bedroom units to be developed at Affordable Rents to Low-Income Households.

B. The designated Restricted Units are shown on the floor plan attached hereto as Exhibit "C." These will be fixed locations *(Note prior to execution of this Agreement the Owner and City shall identify the Restricted Units on the floor plan. Those units shall not be segregated from the market rate units. The Restricted Units, by type and affordability, should be equitably distributed throughout the Project. They shall not be distinguishable, nor located in inferior locations nor clustered).* For the full term, the number, size, type, and

amenity level of Restricted Units shall not be fewer than the number nor different from the size, type and amenity level described in this Agreement. However, the location of the Restricted Units can be changed with prior written approval from the City.

C. The formula for determining the current applicable (for the year 2021) Affordable Rents is set forth in the Schedule of Affordable Rents attached to this Agreement as Exhibit "B".

D. Occupancy Requirements: For a studio Restricted Unit, a maximum of two people can occupy the unit. For a one-bedroom Restricted Unit , a maximum of three people can occupy the unit. For a two-bedroom Restricted Unit, a maximum of five people can occupy the unit.

E. The Owner must forward a copy of its initial standard form of lease agreement to the City for final review as to compliance with this Agreement and thereafter upon request by City. In addition to other requirements imposed under this Agreement, Owner's form of lease agreement must include the following: (1) restrictions prohibiting tenants from subleasing the Restricted Unit and that the Qualified Household must have continued residence in the Restricted Unit; (2) a provision to the effect that Owner has relied on the income certification and supporting information supplied by the tenant in determining qualification for occupancy of the Restricted Unit and that any material misstatement in such certification (whether or not intentional) will be cause for termination of the lease in the soonest time period permitted by applicable law; (3) A rider in the lease that a Household must move out within sixty (60) days if they become over-income at their annual income recertification. An over-income Household will be given a right of first refusal to move into any unit for which they qualify and that is or becomes vacant prior to moving out of their Restricted Unit; and (4) A rider in the lease that a Household must move to the next available qualifying Restricted unit if they are in excess of the maximum occupancy standards at their annual income recertification.

F. Fair Housing Covenants: Owner covenants that it will comply with all applicable state and federal fair housing laws in the marketing and rental of the Restricted Units. Owner agrees to accept as tenants, on the same basis as all other prospective tenants, persons who are recipients of federal certificates or vouchers for rent subsidies under the Section 8 program or any successor program, provided that the total rent to be paid for the subject unit is equal to the then full market rent. The total amount of rent that may be charged and received by Owner for a Restricted Unit is limited to the Affordable Rent.

G. Non-Discrimination Covenants: Owner may not restrict the rental, use, occupancy, or enjoyment of the Restricted Units, the Property, or any portion thereof, on the basis of the race, color, religion, sex, gender, gender identity, gender expression, sexual orientation, marital status, national origin, ancestry,

familial status, source of income, disability, or genetic information of any person. Owner covenants for itself and all persons claiming under or through it, and this Agreement is made and accepted upon and subject to the condition that there may be no discrimination against or segregation of any person or group of persons on account of any basis listed in subdivision (a) or (d) of Section 12955 of the Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the Government Code, in the lease, use, occupancy, tenure or enjoyment of the Restricted Units. Nor may Owner or any person claiming under or through Owner establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants.

H. Marketing of Units. Owner must offer each Restricted Unit for rental only to Qualified Households. Owner must continuously maintain an interest list of prospective tenants for Restricted Units that may become available in the future. Owner may not charge more than the then current industry standard per Adult Household member for application fees including credit check and screening and background checks.

3. Enforcement of Covenants.

A. The City shall have the right, but not the obligation, to monitor and enforce the covenants contained in this Agreement.

B. Owner shall comply with any monitoring program set up by City to enforce the affordability covenants. Owner shall pay for actual costs of an independent third-party affordable housing consultant chosen by the City to provide, at rates that are competitive in the market area income limit verification that meets the affordable housing requirements of this agreement.

C. Annual Reports. By no later than July 15th of each year following the Commencement of the Term, Owner must submit an annual report ("**Annual Report**") to the Director in a form reasonably satisfactory to the City Manager. The Annual Report must include the following information for each Restricted Unit:

6. The number of bedrooms;

7. The number of people residing in the Restricted Unit;

8. The current rent and other charges;

9. The dates of any vacancies during the previous year; and

10. The total Gross Household Income of the residents upon commencing occupancy of their Restricted Unit and the source of such information.

D. Additional Report Information. In addition to the information in Section 3(C), the information in the Annual Report must include the following:

2. Information on the status of waiting lists for the Restricted Units.

E. In the event that a Household, on annual recertification, is determined to have Gross Household Income in excess of the amounts set forth in Section 2(C) and 2(D) of this Agreement Owner must cause the Household to vacate the Restricted Unit and must re-rent the unit to a Qualified Household. However, Owner shall allow the Household to remain in the Restricted Unit at the Affordable Rent for up to sixty days. If, after sixty days, the Household has not voluntarily vacated, an eviction notice must be served and pursued with due diligence to conclusion. Owner shall offer any such Household that is above 80% area median income an opportunity to rent any then available comparably sized unit at market rent and shall offer any such Household that is at or below 80% area median rent an opportunity to rent any then available comparably sized Low-Income Rental Unit at Affordable Rent.

F. Maintenance of Records. Owner must maintain complete and accurate records pertaining to the Restricted Units for a period of five years after the final date of occupancy by a tenant and must permit any duly authorized representative of City to inspect the books and records of Owner pertaining to the Project including, but not limited to, those records pertaining to the occupancy of each Restricted Unit.

4. Covenant is in Lieu of Affordable Housing Fees. City agrees that Owner's provision of affordable rental housing in accordance with this agreement totally absolves the Project from being charged inclusionary housing fees or any other fees intended to subsidize or contribute to affordable housing in the City.

5. Covenants Running with the Land. All conditions, covenants and restrictions contained in this Agreement shall be covenants running with the land, and shall, in any event, and without regard to technical classification or designation, legal or otherwise, be, to the fullest extent permitted by law and equity, binding for the benefit and in favor of, and enforceable by City, its successors and assigns, against Owner, its successors and assigns, to or of the Property or any portion thereof or any interest therein, and any party in possession or occupancy of said Property or portion thereof. City shall be deemed the beneficiary of the covenants, conditions and restrictions of this Agreement both in its own right and for the purposes of protecting the interests of the community. The covenants, conditions, and restrictions shall run in favor of the City without regard to whether the City has been, remains, or is an owner of any land or interest therein in the Project area. The covenants, conditions and restrictions contained in this Agreement shall not benefit nor be enforceable by any person or entity except the City.

6. Subordination to Permitted Mortgages. The use restrictions contained in Section 1 of this Agreement, and City's rights hereunder, are subordinate to (i) any deed of trust or mortgage encumbering the property provided that all of the proceeds of the loan secured by the deed of trust or mortgage are used to acquire the Property and/or construct the Project, and (ii) any deed of trust or

mortgage securing the first permanent refinancing of the loan described in subsection (i) (said encumbrances are referred to individually and collectively as "Permitted Mortgages"). The use restrictions contained in Section 1 of this Agreement, and the City's rights thereunder, will not be subordinated to any encumbrance existing as of the date of this Agreement other than Permitted Mortgages.

7. Recordation. Prior to issuance of a certificate of occupancy, but not sooner than issuance of building permits for the Project, this Agreement shall be recorded in the office of the County Recorder of Los Angeles County.

8. Term. Every covenant and condition and restriction contained in this Agreement shall remain in effect for fifty-five (55) years from the date on which the Project obtains a certificate of occupancy.

9. Notice and Opportunity to Cure. Prior to exercising any remedies hereunder, City shall give Owner notice of such default. If the default is reasonably capable of being cured within thirty (30) days, Owner shall have such period to effect a cure prior to exercise of remedies by City. If the default is such that it is not reasonably capable of being cured within thirty (30) days, and Owner (a) initiates corrective action within said period, and (b) diligently, continually, and in good faith works to effect a cure as soon as possible, then Owner shall have such additional time as is reasonably necessary to cure the default prior to exercise of any remedies by City.

10. Enforcement. If a violation of any of the covenants or provisions of this Agreement remains uncured after the respective time period set forth in Paragraph 9, above, City and its successors and assigns, without regard to whether City or its successors and assigns is an owner of any land or interest therein to which these covenants relate, may institute and prosecute any proceedings at law or in equity to abate, prevent or enjoin any such violation or attempted violation or to compel specific performance by Owner of its obligations hereunder. No delay in enforcing the provisions hereof as to any breach or violation shall impair, damage or waive the right of the City to enforce the provisions hereof or to obtain relief against or recover for the continuation or repetition of such breach or violations or any similar breach or violation hereof at any later time.

11. Liens. Nothing herein contained shall be deemed to prohibit Owner from contesting the validity or amounts of any encumbrance, lien, levy or attachment, or to limit the remedies available to Owner in respect thereto.

IN WITNESS WHEREOF, the City and the Owner have signed this Agreement as of the dates set opposite their signatures.

CITY OF EL SEGUNDO

By: _____

APPROVED AS TO FORM AND LEGALITY
City Attorney

By:_____

BRE EL SEGUNDO PARKING LLC

By: _____
Patrick Volz, Vice President

STATE OF CALIFORNIA
COUNTY OF
_____

On _____- before me, _____, a Notary Public,
personally appeared _____, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

Signature

STATE OF CALIFORNIA

COUNTY OF _____

On _____- before me, _____, a Notary Public,
personally appeared _____, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

Witness my hand and official seal.

Signature

EXHIBIT A

LEGAL DESCRIPTION

All the certain real property located in the City of El Segundo, County of Los Angeles, State of California, described as follows:

Lot 5 of Vesting Map No. 82806 recorded on _____, 20___, in the County Recorder's Office of Los Angeles County.

EXHIBIT "B"

AFFORDABLE RENTS

a. The gross rents for the Restricted Units shall be based on the rent schedule published annually for Los Angeles County by CTCAC in accordance with IRC Section 42. This schedule currently provides:

Per HUD Notice
Effective: April 1, 2021

CALIFORNIA TAX CREDIT ALLOCATION COMMITTEE 2021

Maximum Rents for Projects From Ceilings Post-1989 and Those from the Pre-1990 Ceilings That Elected with the Secretary of the Treasury* to use the Post-1989 Rents

**(See IRC Section 42 - Section 13142(c) of the Omnibus Budget Reconciliation Act of 1993)*

For Projects Placed in Service on or after 4/1/21+

County	Efficiency	1 BR	2 BR	3 BR
LOS ANGELES				
100% Income Level	$2,070	$2,216	$2,660	$3,072
80% Income Level	$1,656	$1,774	$2,128	$2,459
50% Income Level	$1,035	$1,108	$1,330	$1,536

b. The Housing Related Expenses, as applicable, must be deducted from the gross rent as adjusted for unit size and described above to determine the Affordable Rent.

In the event this schedule ceases to be published, the gross monthly rents shall be calculated using the following methodology. The gross monthly rents must be reduced by the Housing Related Expenses to determine the Affordable Rent,

i. For the sole purpose of calculating the Affordable Rents, the following benchmark household sizes will be applied: Studio/ Efficiency Unit = 1 Person, 1 Bedroom Unit = 1.5 Persons and 2 Bedroom Unit = 3 Persons.

ii. Low Income Rental Units: Gross monthly rent is calculated by taking the most recent HUD Low-Income Limit for benchmark household sizes equal to 1.5 persons multiplied times the number of bedrooms in the unit. The benchmark household size is then multiplied times thirty percent (30%) then divided by twelve (12) to determine the gross monthly rent. By way of example: The FY2021 HUD Low-Income Limit for a 1 person household is $66,250 thus the gross monthly rent for a Studio/Efficiency Unit is ($66,250 x 30%) / 12 = **$1,656**. The FY2021 HUD Low-Income Limit for a 1.5 person household is the 1 person Low-Income Limit plus the 2 person Low-Income Limit, divided by two, thus the gross monthly rent for a 1 Bedroom Unit is (($66,250 + $75,700) /2) x 30%) / 12 = **$1,774**. The FY2021 HUD Low-Income Limit for a 3 person household is $85,150 thus the gross monthly rent for a 2 Bedroom Unit is ($85,150 times 30%) / 12 = **$2,128**.

iii. "Very Low-Income" units: Gross monthly rent is calculated by taking the most recent HUD Very Low-Income Limit for benchmark household sizes equal to 1.5 persons multiplied times the number of bedrooms in the unit. The benchmark household size is then multiplied times thirty percent (30%) then divided by twelve (12) to determine the gross monthly rent. By way of example: The FY2021 HUD Very Low-Income Limit for a 1 person household is $41,400 thus the gross monthly rent for a Studio/Efficiency Unit is ($41,400 x 30%) / 12 = **$1,035**. The FY2021 HUD Very Low-Income Limit for a 1.5 person household is the 1 person Low- Income Limit plus the 2 person Very Low-Income Limit, divided by two thus the gross monthly rent for a 1 Bedroom Unit is (($41,400 + $47,300) /2) x 30%) / 12 = **$1,108**. The FY2021 HUD Very Low-Income Limit for a 3 person household is $53,200 thus the gross monthly rent for a 2 Bedroom Unit is ($53,200 x 30%) / 12 = **$1,330**.

EXHIBIT C
DESIGNATED RESTRICTED UNITS

RESOLUTION NO. 2905
EXHIBIT "C"

El Segundo General Plan Land Use Element Excerpt - Pages 3-5 and 3-6

Modify the following text on pages 3-5 and 3-6

Land Use Designations

Following is a discussion of each type of land use designation found in the City. Each contains a short description and an indication of the maximum land use density or intensity allowed. Land use density refers to the number of dwelling units per acre of land (du/ac). This distinction is generally used only for residential designations. Land use intensity refers to the quantity of building on a specific lot size. For example, a 3,000 square foot single-family home would be considered a more intense use than a 1,600 square foot home on the same size lot. An example of non-residential intensity would be a multi-story building, which is considered a more intense use than a single-story building on the same sized lot. For non-residential uses, intensity is expressed in terms of Floor Area Ratio (FAR) which describes the ratio of the lot size to the building size or as otherwise defined in the Zoning Code from time to time. For example, typically a lot with a land area of 10,000 square feet and a FAR of 1.0, would allow a building area of 10,000 square feet. The allowed FAR may be exceeded for properties east of ~~Sepulveda Boulevard~~Pacific Coast Highway only, with approval of a Transfer of Development Rights (TDR) Plan.

Residential Designations

Single-Family Residential
Permits one single-family home on one legal lot at a maximum density of eight dwelling units per acre. The minimum lot size for new lots is 5,000 square feet.

Two-Family Residential
Permits two residences on one legal lot, either attached or detached, at a maximum density of 12 dwelling units per acre. The minimum lot size for new lots is 7,000 square feet.

Multi-Family Residential
Permits multiple dwelling units in either a condominium or apartment configuration. A condominium or apartment is a structure or group of structures containing three or more dwelling units, as defined by the Zoning Code. The maximum permitted density for multi-family residential is 27 dwelling units per acre on properties equal to or less than 15,000 square feet and 18 du/ac on properties greater than

15,000 square feet.

540 East Imperial Avenue Specific Plan
Permits a mix of residential uses with two possible development options. Option 1 would allow up to a maximum of 304 units in a Senior Housing Community with a Multi- Family Residential (R- 3) component, or Option 2 would allow up to a maximum of 58 units in a Mixed Residential Development (single-family and multi-family units). This designation is intended to encourage design flexibility and provide transitional densities and uses that are compatible with surrounding land uses. This designation is not intended to be used elsewhere within the City.

Pacific Coast Commons Specific Plan
Permits a mix of hotel, commercial, and residential uses. The existing Fairfield Inn & Suites by Marriott and Aloft Hotels, which have 350 and 246 rooms respectively remain and are considered conforming uses. The maximum allowed gross floor area for the commercial uses is 11,252 square feet. The maximum number of residential units is 263.

RESOLUTION NO. 2905
EXHIBIT "D"

General Plan Land Use Plan Excerpt Pages 3-10 thru 3-12

Modify the following text on pages 3-10 and 3-12:

Proposed Land Use Plan

"The following is a discussion of the 1992 Land Use Plan, which indicates future land uses for the entire City. For ease of discussion, the City is divided into four quadrants and the proposedland use designations within that quadrant are discussed. To knowwhat is allowed under each designation, please reference the land use definitions listed above.

Northwest Quadrant

The northwest quadrant of the City has the most varied mix of uses within the City. All of the City's residential units, the Downtown area, the Civic Center, and the older industrial area of SmokyHollow, are located in this quadrant. The 1992 Plan retains the three residential designations found on the old Plan: single-family, two-family, and multi-family, plus ~~a new designation~~two new designations of 540 East Imperial Avenue Specific Plan and Pacific Coast Commons Specific Plan, which is a mixed-use, high-density residential and commercial designation. The Plan shows 357.2 acres of single-family, 57.4 acres of two-family, 126.74 acres of multi- family, ~~and~~ 5.65 acres of 540 East Imperial Avenue Specific Plan and 6.38 acres of Pacific Coast Commons Specific Plan. The total number of dwelling units projected by the Plan is 8,089ok[1]. One of the major goals of the 1992 Plan is to preserve the residential neighborhoods.

The Smoky Hollow area, which houses many of the City's older industrial uses, has been designated Smoky Hollow Specific Plan. The Specific Plan allows a combination of office, industrial, research and development, public facilities, parking facilities, and limited retail and restaurant uses. The Smoky Hollow area is approximately 94.3 acres.

The 222 Kansas Street Specific Plan (222 KSSP) consists of 4.83 acres, which were previously a part of the Smoky Hollow area. The 222 Kansas Street Specific Plan permits primarily office, light industrial, manufacturing, and research and development uses. The southerly portion may be used for governmental purposessubject to a development agreement. Commercial retail and restaurant uses are prohibited.

The Downtown area is designated as Downtown Commercial

(8.4acres) and Downtown Specific Plan (26.3 acres), where existing uses are already of a community-serving nature. There are also 7.0 acres designated for Neighborhood Commercial uses along Grand and Imperial Avenues and at Mariposa and Center Streets. These have been designated only where there are existing neighborhood-serving commercial uses.

The public schools, private schools, Library, and other public uses are all shown as Public Facilities. The Civic Center is included in the Downtown Specific Plan area. In addition, each of the existing public parks are designated as such. The open space areas under utility transmission corridors and the preserve for the Blue Butterfly are designated as Open Space.

The areas designated for parking on the Plan include public- and privately-owned lots which are necessary to serve existing businesses and the Downtown area.

The southwest corner of ~~Sepulveda Boulevard~~Pacific Coast Highway and Imperial Avenue is designated Corporate Office (17.8 ac) allowing a mix of office uses, similar to what exists there now, with retail in the lobby.

There are General Commercial uses indicated along ~~Sepulveda Boulevard~~Pacific Coast Highway, where there are existing commercial uses ~~including the Hacienda Hotel~~. There is also one General Commercial area along Imperial Avenue, where the Crown Sterling Suites Hotel now exists."

[1] The new total of 8,089 represents the maximum number of units developed under Option 1 of the 540 East Imperial Avenue Specific Plan. This number will be lower (7,843 units) if Option 2 is developed with a maximum of 58 units.

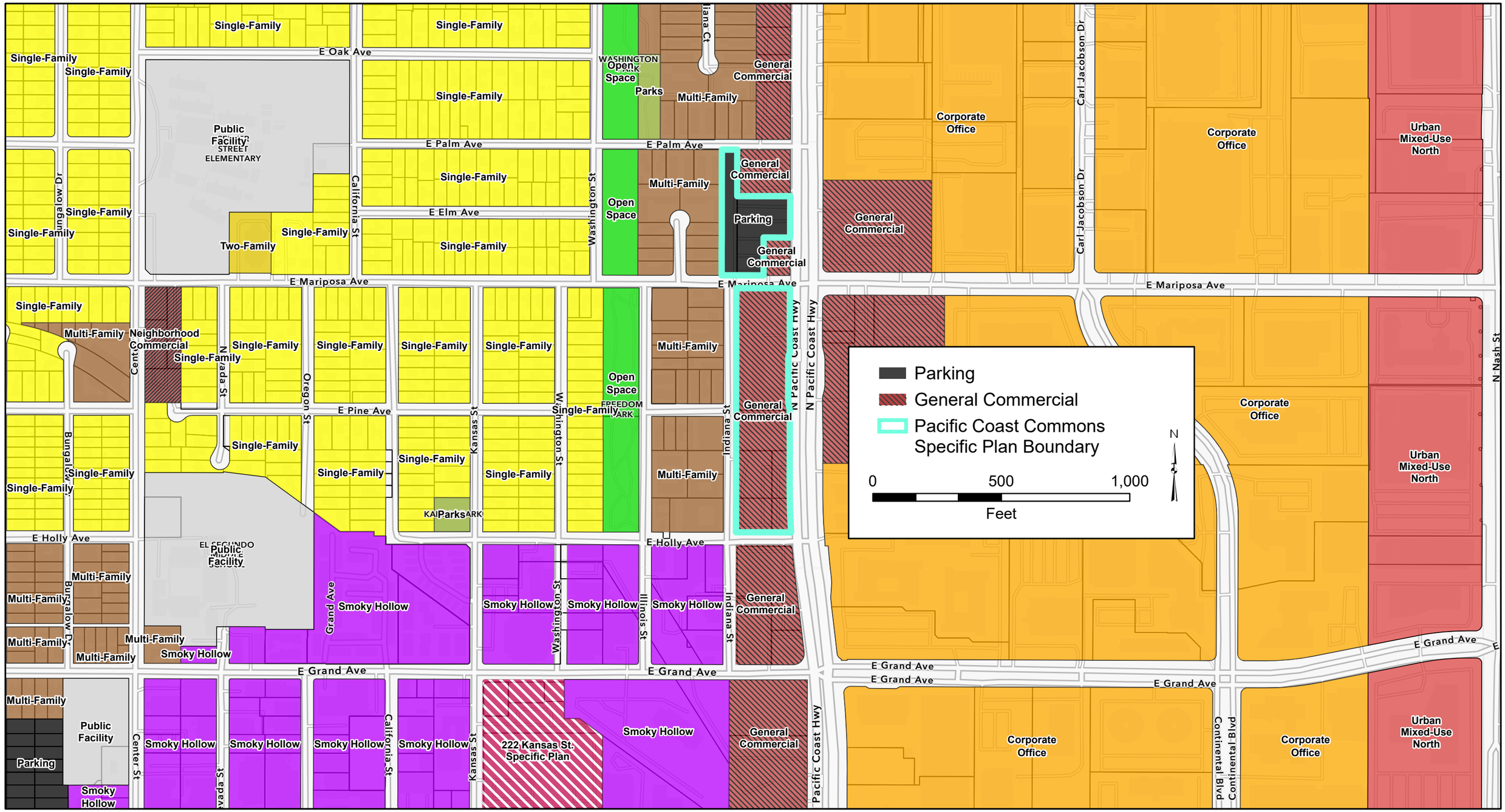
RESOLUTION NO. 2905
EXHIBIT "E"
GENERAL PLAN LAND USE PLAN EXISTING TRENDS BUILDOUT

1992 General Plan Summary of Existing Trends Buildout			
Land Use Category	Acres	Dwelling Units	Square Footage
Single-Family Residential	357.2	2,858	-
Two-Family Residential	57.4	934	-
540 East Imperial Avenue Specific Plan	-	-	-
	5.65	304[3]	-
Multi-Family Residential	119.7	3,531	-
Pacific Coast Commons Specific Plan	**6.38**	**263**	**293,650**
Neighborhood Commercial	6.6	85[1]	89,110
Downtown Commercial	8.8	18[1]	383,328
General Commercial	~~37.1~~**32.62**	-	~~1,618,508~~**1,421,093**
Corporate Office	213.62	-	12,461,324
Commercial Center	85.8	-	850,000
Smoky Hollow Specific Plan	94.3	126	2,973,010
Urban Mixed-Use North	232.5	-	13,166,010
Urban Mixed-Use South	70.6	-	3,997,936
124th Street Specific Plan	3.9	1	73,530
Aviation Specific Plan	5.4	-	66,000
Downtown Specific Plan	26.3	232[1]	1,145,628
Corporate Campus Specific Plan	46.5	-	2,550,000
199 North Continental Boulevard	-	-	-
Specific Plan	1.75	-	70,132
222 Kansas Street Specific Plan	4.65	-	121,532
888 No. Sepulveda Boulevard		-	
Specific Plan	2.98	-	206,710
El Segundo South Campus	-	-	-
Specific Plan	142.28	-	4,231,547
Parking	~~11.8~~**9.95**	-	-
Light Industrial	213.82	-	16,190,266
Heavy Industrial	1001	-	-[2]
Public Facilities	87.9	-	-
Federal Government	90.6	-	-
Open Space	77.0	-	-
Parks	50		-
Street and Railroad R.O.W	442.6	-	-
Totals	3,497	~~8,089~~**8,352**	~~58,301,758~~**60,290,806**
Population Projection	17,287		

1 Existing construction and recently constructed, renovated commercial centers and legal non-conforming residential uses at densities that are currently higher than allowed by the land use designations in this plan will not realistically be converted to mixed commercial/residential uses and these buildings are expected to remain for the life of the Plan.

2 The heavy industrial shown on this plan includes the Chevron Refinery and former Southern California Edison Generation Station. These facilities have processing equipment and tanks rather than buildings and are expected to remain for the life of the Plan. Therefore, no estimated building square footage is shown.

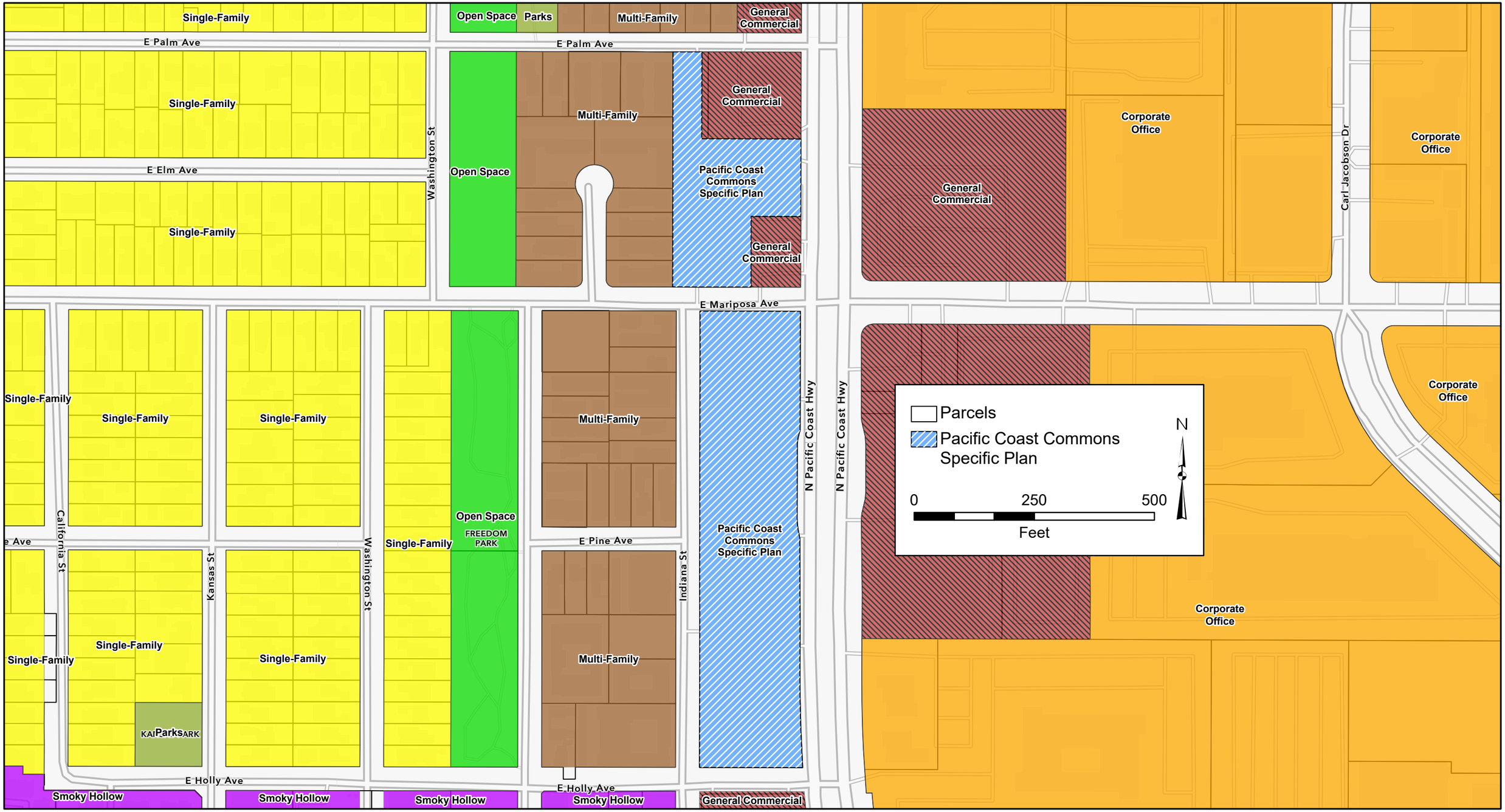
3 This number represents the maximum number of dwelling units that can be developed in Option 1 of the 540 East Imperial Avenue Specific Plan. If Option 1 is not built, the maximum number of units that can be developed in Option 2 of the 540 East Imperial Avenue Specific Plan is 58 residential dwelling units.



City of El Segundo

Pacific Coast Commons Specific Plan
Existing General Plan

EXHIBIT "F" - GENERAL PLAN MAP CHANGES



City of El Segundo

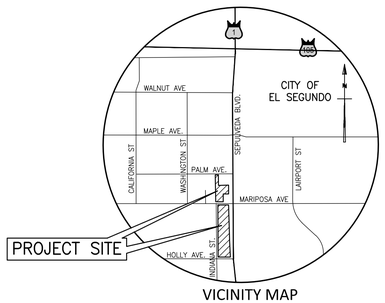
Pacific Coast Commons Specific Plan
Proposed Specific Plan and General Plan

CITY OF EL SEGUNDO

Default Folder: Y:\map_proj\Planning\Pacific Coast Commons Specific Plan

VESTING TENTATIVE TRACT MAP No. 82806

FOR MERGER, SUBDIVISION AND RESIDENTIAL/COMMERCIAL CONDOMINIUM PURPOSES



VICINITY MAP
(NOT TO SCALE)

LEGAL DESCRIPTION

(PER CHICAGO TITLE INSURANCE COMPANY ORDER No. 00107022-994-LT2-DB DATED MARCH 22, 2019)

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF EL SEGUNDO, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1: (APN: 4139-025-075)

LOT 428 IN BLOCK 123 OF EL SEGUNDO, IN THE CITY OF EL SEGUNDO, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22 PAGES 106 AND 107 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 2: (APN: 4139-025-073, 074, 076, 081)

LOTS 385, 386, 387, 429 AND 430 IN BLOCK 123 OF EL SEGUNDO, IN THE CITY OF EL SEGUNDO, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22 PAGES 106 AND 107 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 3: (APN: 4139-025-091)

LOTS 382, 383, 384, 431, 432 AND 433 IN BLOCK 123 OF EL SEGUNDO, IN THE CITY OF EL SEGUNDO, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22 PAGES 106 AND 107 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT ALL PETROLEUM, GAS, ASPHALTUM AND OTHER HYDROCARBONS AND OTHER MINERALS, WHETHER SIMILAR TO THOSE HEREIN SPECIFIED OR NOT, WITHIN OR UNDERLYING OR THAT MAY BE PRODUCED FROM PARCELS 1 AND 2, TOGETHER WITH THE EXCLUSIVE RIGHT TO ENTER INTO, ACROSS OR THROUGH THE SUBSURFACE OF SAID LAND FOR THE PURPOSE OF TAKING OR PRODUCING ANY PETROLEUM, GAS, ASPHALTUM, OTHER HYDROCARBONS AND OTHER MINERALS AND UNDER SAID LAND, BY DIRECTIONAL DRILLING OR OTHER SUBSURFACE OPERATIONS AND THE EXCLUSIVE RIGHT TO USE THE SUBSURFACE OF SAID LAND FOR THE PURPOSE OF INJECTING THEREIN, OR WITHDRAWING THEREFROM GAS, OIL, OR OTHER SUBSTANCES, WHETHER HYDROCARBON OR NOT, FOR STORAGE, REPRESSURING OR OTHER PURPOSES, BUT WITH NO RIGHT TO ENTER UPON THE SURFACE OF SAID LAND, AS GRANTED TO STANDARD OIL COMPANY OF CALIFORNIA, A CORPORATION, BY DEED RECORDED APRIL 28, 1947 IN BOOK 28472 PAGE 357, OFFICIAL RECORDS.

PARCEL 4: (portion of APN: 4139-024-057)

THE WESTERLY 60 FEET OF LOTS 2 AND 9 IN BLOCK 113 OF EL SEGUNDO, IN THE CITY OF EL SEGUNDO, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 20 PAGES 114 AND 115 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 5: (APN: 4139-024-058)

LOTS 1, 2, 9 AND 10 IN BLOCK 113 OF EL SEGUNDO, IN THE CITY OF EL SEGUNDO, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 20 PAGES 114 AND 115 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THE WESTERLY 60 FEET OF SAID LOTS 2 AND 9.

ALSO EXCEPT THEREFROM THE NORTHERLY 181.00 FEET OF SAID LOTS 1 AND 2.

ALSO EXCEPT THE SOUTH 147.03 FEET OF LOT 10.

ALSO EXCEPT THEREFROM ALL PETROLEUM, GAS, ASPHALTUM AND OTHER HYDROCARBONS AND OTHER MINERALS, WHETHER SIMILAR TO THOSE HEREIN SPECIFIED OR NOT, WITHIN OR UNDERLYING OF THAT MAY BE PRODUCED FROM SAID LAND, TOGETHER WITH THE EXCLUSIVE RIGHT TO ENTER INTO, ACROSS OR THROUGH THE SUBSURFACE OF SAID LAND FOR THE PURPOSE OF TAKING OR PRODUCING ANY PETROLEUM AND OTHER HYDROCARBONS, AND OTHER MINERALS IN AND UNDER SAID LAND, BY DIRECTIONAL DRILLING OR OTHER SUBSURFACE OF SAID LAND FOR THE PURPOSE OF INJECTING THEREIN OR WITHDRAWING THEREFROM GAS, OIL OR OTHER SUBSTANCES, WHETHER HYDROCARBON OR NOT, FOR STORAGE, REPRESSURING OR OTHER PURPOSES, BUT WITH NO RIGHT TO ENTER UPON THE SURFACE OF SAID LAND, AS GRANTED TO STANDARD OIL COMPANY OF CALIFORNIA, A CORPORATION, BY DEED RECORDED APRIL 28, 1947 IN BOOK 24472 PAGE 357, OFFICIAL RECORDS.

PARCEL 6: (portion of APN: 4139-024-057)

A PARCEL OF LAND SITUATE IN THE CITY OF EL SEGUNDO, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING A PORTION OF BLOCK 113 OF EL SEGUNDO, AS PER MAP RECORDED IN BOOK 20, PAGES 114 THROUGH 115, INCLUSIVE, IN THE OFFICE OF THE RECORDER OF SAID COUNTY AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF LOT 1 OF TRACT NO. 48436, AS PER MAP RECORDED IN BOOK 1180, PAGES 68 THROUGH 69, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE RECORDER OF SAID COUNTY; THENCE ALONG THE SOUTH LINE OF PALM AVENUE SOUTH 89° 58' 36" EAST 60.00 FEET TO THE TRUE POINT OF BEGINNING; THENCE ALONG THE SOUTH LINE OF PALM AVENUE SOUTH 89° 58' 36" EAST 13.19 FEET; THENCE SOUTH 00° 03' 15" WEST 181.00 FEET; THENCE NORTH 89° 58' 36" WEST 13.11 FEET; THENCE NORTH 00° 01' 50" EAST 181.00 FEET TO THE TRUE POINT OF BEGINNING.

APN: 4139-025-057 thru 4139-025-058, 4139-025-073 thru 4139-025-076, 4139-025-081, 4139-025-091

SITE AREA

GROSS AREA (PER LEGAL DESCRIPTION) PROPERTY LINE FEE

EXISTING PARCEL 1	21,954 SQ. FT. OR 0.504 ACRES	
EXISTING PARCEL 2	129,864 SQ. FT. OR 2.981 ACRES	
EXISTING PARCEL 3	145,756 SQ. FT. OR 3.346 ACRES	
EXISTING PARCEL 4	29,650 SQ. FT. OR 0.681 ACRES	
EXISTING PARCEL 5	61,121 SQ. FT. OR 1.403 ACRES	
EXISTING PARCEL 6	2,380 SQ. FT. OR 0.055 ACRES	

GROSS AREA (TO STREET CENTERLINE)

EXISTING PARCEL 1	19,355 SQ. FT. OR 0.444 ACRES	
EXISTING PARCEL 2	123,029 SQ. FT. OR 2.824 ACRES	
EXISTING PARCEL 3	141,832 SQ. FT. OR 3.256 ACRES	
EXISTING PARCEL 4	32,050 SQ. FT. OR 0.736 ACRES	
EXISTING PARCEL 5	59,860 SQ. FT. OR 1.374 ACRES	
EXISTING PARCEL 6	2,644 SQ. FT. OR 0.061 ACRES	

NET AREA (POST-EXISTING RIGHT-OF-WAY IMPROVEMENTS, DEVELOPABLE PROPERTY)

EXISTING PARCEL 1	9,564 SQ. FT. OR 0.220 ACRES	
EXISTING PARCEL 2	89,928 SQ. FT. OR 2.064 ACRES	
EXISTING PARCEL 3	97,922 SQ. FT. OR 2.248 ACRES	
EXISTING PARCEL 4	29,350 SQ. FT. OR 0.674 ACRES	
EXISTING PARCEL 5	48,975 SQ. FT. OR 1.124 ACRES	
EXISTING PARCEL 6	2,380 SQ. FT. OR 0.055 ACRES	

NET AREA (POST-EXISTING RIGHT-OF-WAY IMPROVEMENTS, DEVELOPABLE PROPERTY)

PROPOSED LOT 1	56,692 SQ. FT. OR 1.301 ACRES	
PROPOSED LOT 2	39,425 SQ. FT. OR 0.905 ACRES	
PROPOSED LOT 3	67,487 SQ. FT. OR 1.549 ACRES	
PROPOSED LOT 4	33,811 SQ. FT. OR 0.776 ACRES	
PROPOSED LOT 5	67,056 SQ. FT. OR 1.539 ACRES	
PROPOSED LOT 6	13,649 SQ. FT. OR 0.313 ACRES	

NET AREA (POST-PROPOSED DEDICATIONS, DEVELOPABLE PROPERTY)

PROPOSED LOT 1	56,692 SQ. FT. OR 1.301 ACRES	
PROPOSED LOT 2	39,425 SQ. FT. OR 0.905 ACRES	
PROPOSED LOT 3	67,487 SQ. FT. OR 1.549 ACRES	
PROPOSED LOT 4	33,811 SQ. FT. OR 0.776 ACRES	
PROPOSED LOT 5	67,056 SQ. FT. OR 1.539 ACRES	
PROPOSED LOT 6	13,649 SQ. FT. OR 0.313 ACRES	

EXCEPTIONS

(PER CHICAGO TITLE INSURANCE COMPANY ORDER No. 00107022-994-LT2-DB DATED MARCH 22, 2019)

1. WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT DISCLOSED BY THE PUBLIC RECORDS.

(2) THE RESERVATION OF THE SOUTH 25 FEET OF LOT 428 OF THE NORTH 25 FEET AND THE WEST 25 FEET OF LOT 385, THE WEST 25 FEET OF LOT 386, THE WEST 25 FEET AND THE SOUTH 25 FEET OF LOT 387, AND THE NORTH 25 FEET OF LOT 430, FOR PRIVATE ROADWAYS AND TO LAY AND MAINTAIN THEREIN, WATER AND GAS PIPES, SEWERS, ELECTRIC LIGHT AND POWER, TELEGRAPH AND TELEPHONE LINES, POLES AND CONDUITS, TOGETHER WITH A PERPETUAL ENTRY THEREON FOR THE ERECTION, LAYING AND MAINTENANCE THEREOF, AND THE CONSTRUCTION AND MAINTENANCE OF CURBS, SIDEWALKS AND GUTTERS THEREON FOR THE PERPETUAL AND IRREVOCABLE USE OF THE OWNER OR OWNERS OF EACH OF THE LOS IN SAID BLOCK 123, AND TO THEIR HEIRS OR ASSIGNS AS APPURTENANT TO EACH OF SAID LOTS, AS RESERVED BY LOS ANGELES TRUST AND SAVINGS BANK OF THE MAP OF EL SEGUNDO, RECORDED IN BOOK 22 PAGES 106 AND 107 OF MAPS.

(3) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO: PACIFIC-SOUTHWEST TRUST AND SAVINGS BANK
PURPOSE: ROAD
RECORDING NO: IN BOOK 4897 PAGE 294, OF OFFICIAL RECORDS
AFFECTS: PORTIONS OF THE LAND, THE EXACT LOCATION OF WHICH CAN BE DETERMINED BY EXAMINATION OF THE ABOVE-MENTIONED INSTRUMENT, WHICH CONTAINS A COMPLETE LEGAL DESCRIPTION OF THE AFFECTED PORTIONS OF SAID LAND.

SAID EASEMENT WAS SINCE BEEN ASSIGNED TO THE CITY OF EL SEGUNDO AS TO THE NORTH 25 FEET OF LOTS 385 AND 430.

(4) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO: CITY OF EL SEGUNDO
PURPOSE: SANITARY SEWER LINES
RECORDING NO: IN BOOK 17140 PAGE 25, OF OFFICIAL RECORDS
AFFECTS: SOUTHERLY 7.5 FEET OF LOT 428

(5) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS CONDEMNED BY AN INSTRUMENT,

COURT: SUPERIOR COURT
CASE NO.: 357580
PURPOSE: PUBLIC STREET AND HIGHWAY
RECORDING NO: IN BOOK 13174 PAGE 92, OF OFFICIAL RECORDS
AFFECTS: THOSE PORTIONS OF LOTS 429 AND 430, LYING EAST OF A LINE DESCRIBED AS BEGINNING AT THE INTERSECTION OF THE NORTH LINE OF SAID LOT 430, WITH AS LINE THAT IS PARALLEL WITH AND 70 FEET WEST OF THE EAST LINE OF SAID LOTS; THENCE SOUTH ALONG SAID PARALLEL LINE TO A POINT THEREON DISTANT 783.85 FEET SOUTHERLY FROM THE CENTER LINE OF MARIPOSA AVENUE, 40 FEET WIDE, AS SHOWN ON SAID MAP; THENCE SOUTHERLY ALONG A CURVE CONCAVE TO THE EAST AND HAVING A RADIUS OF 3050 FEET TO THE SOUTH LINE OF SAID LOT 429.

(6) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO: CITY OF EL SEGUNDO
PURPOSE: SANITARY SEWER LINES
RECORDING NO: IN BOOK 17075 PAGE 253, OF OFFICIAL RECORDS
AFFECTS: THE SOUTHERLY 7.5 FEET OF LOT 387

(7) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO: THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY, A CALIFORNIA CORPORATION
PURPOSE: POLE LINES AND CONDUITS
RECORDING DATE: NOVEMBER 14, 1949
RECORDING NO: 2141, IN BOOK 31464, PAGE 123, OF OFFICIAL RECORDS
AFFECTS: PORTIONS OF THE LAND, THE EXACT LOCATION OF WHICH CAN BE DETERMINED BY EXAMINATION OF THE ABOVE-MENTIONED INSTRUMENT, WHICH CONTAINS A COMPLETE LEGAL DESCRIPTION OF THE AFFECTED PORTIONS OF SAID LAND.

(8) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO: CITY OF EL SEGUNDO, A MUNICIPAL CORPORATION
PURPOSE: PUBLIC STREET
RECORDING DATE: SEPTEMBER 16, 1957
RECORDING NO: 3151, OF OFFICIAL RECORDS
AFFECTS: SOUTHERLY 25 FEET OF LOTS 387 AND 428 TO BE KNOWN AS HOLLY AVENUE

(9) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO: CITY OF EL SEGUNDO, A CORPORATION
PURPOSE: PUBLIC STREET
RECORDING DATE: JANUARY 16, 1957
RECORDING NO: 2787, OF OFFICIAL RECORDS
AFFECTS: THE WEST 25.00 FEET OF LOTS 385, 386 AND 387

(10) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS DELINEATED OR AS OFFERED FOR DEDICATION, ON THE MAP OF SAID TRACT/PLAT;

IN FAVOR OF: LOS ANGELES TRUST AND SAVINGS BANK AND THE OWNERS OF OTHER LOTS
PURPOSE: POLE LINES AND CONDUITS, ROADWAY AND RAILROAD TRACKS
AFFECTS: THAT PORTION OF SAID LAND AS SHOWN ON SAID MAP.

(11) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO: PACIFIC-SOUTHWEST TRUST AND SAVINGS BANK, A CORPORATION
PURPOSE: STREET
RECORDING DATE: JANUARY 26, 1926
RECORDING NO: IN BOOK 4571, PAGE 207, OF OFFICIAL RECORDS
AFFECTS: PORTIONS OF THE LAND, THE EXACT LOCATION OF WHICH CAN BE DETERMINED BY EXAMINATION OF THE ABOVE-MENTIONED INSTRUMENT, WHICH CONTAINS A COMPLETE LEGAL DESCRIPTION OF THE AFFECTED PORTIONS OF SAID LAND.

(12) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS CONDEMNED BY AN INSTRUMENT,

COURT: SUPERIOR COURT
CASE NO.: 357580
PURPOSE: WIDENING OF ARIZONA DRIVE, NOW SEPULVEDA BOULEVARD
RECORDING DATE: JANUARY 28, 1934
RECORDING NO: IN BOOK 13174 PAGE 92, OF OFFICIAL RECORDS
AFFECTS: EASTERLY 70 FEET OF PARCELS 3& 5.

(13) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO: CITY OF LOS ANGELES
PURPOSE: PUBLIC STREET
RECORDING DATE: JUNE 30, 1952
RECORDING NO: 2469, IN BOOK 39276, PAGE 20, OF OFFICIAL RECORDS
AFFECTS: NORTH 5 FEET OF PARCEL 3

(14) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO: CITY OF EL SEGUNDO
PURPOSE: PUBLIC STREET
RECORDING DATE: MARCH 9, 1953
RECORDING NO: 1936, IN BOOK 41156 PAGE 359, OF OFFICIAL RECORDS
AFFECTS: WEST 25 FEET OF LOTS 382, 383 AND 384 OF PARCEL 3

(15) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
PURPOSE: UNDERGROUND CONDUITS
RECORDING DATE: JULY 1, 1958
RECORDING NO: 3792, IN BOOK D-143 PAGE 326, OF OFFICIAL RECORDS
AFFECTS: PORTIONS OF THE LAND, THE EXACT LOCATION OF WHICH CAN BE DETERMINED BY EXAMINATION OF THE ABOVE-MENTIONED INSTRUMENT, WHICH CONTAINS A COMPLETE LEGAL DESCRIPTION OF THE AFFECTED PORTIONS OF SAID LAND.

(16) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
PURPOSE: UNDERGROUND ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATION SYSTEMS
RECORDING DATE: AUGUST 24, 1979
RECORDING NO: 79-947919, OF OFFICIAL RECORDS
AFFECTS: PORTIONS OF THE LAND, THE EXACT LOCATION OF WHICH CAN BE DETERMINED BY EXAMINATION OF THE ABOVE-MENTIONED INSTRUMENT, WHICH CONTAINS A COMPLETE LEGAL DESCRIPTION OF THE AFFECTED PORTIONS OF SAID LAND.

(17) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
(PROPOSED TO DEDICATE THIS AREA TO CALTRANS AND GRANT AN INGRESS/EGRESS EASEMENT THAT INCLUDES THIS SAME AREA TO BRE EL SEGUNDO PROPERTY OWNER A LLC, A DELAWARE LIMITED LIABILITY COMPANY & BRE EL SEGUNDO PROPERTY OWNER B LLC, A DELAWARE LIMITED LIABILITY COMPANY)

GRANTED TO: CITY OF EL SEGUNDO, A MUNICIPAL CORPORATION
PURPOSE: PUBLIC STREET
RECORDING DATE: AUGUST 27, 1987
RECORDING NO: 87-1377588, OF OFFICIAL RECORDS
AFFECTS: PORTIONS OF THE LAND, THE EXACT LOCATION OF WHICH CAN BE DETERMINED BY EXAMINATION OF THE ABOVE-MENTIONED INSTRUMENT, WHICH CONTAINS A COMPLETE LEGAL DESCRIPTION OF THE AFFECTED PORTIONS OF SAID LAND.

(18) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
(TO BE QUITCLAIMED)

GRANTED TO: EL SEGUNDO LAND AND IMPROVEMENT COMPANY
PURPOSE: PIPES AND CONDUITS
RECORDING DATE: MAY 26, 1916
RECORDING NO: IN BOOK 6294, PAGE 50 OF DEEDS
AFFECTS: SOUTH 2.5 FEET OF LOTS 1 AND 2 IN PARCELS 4 AND 5.

EXCEPTIONS CONT'D

(PER CHICAGO TITLE INSURANCE COMPANY ORDER No. 00107022-994-LT2-DB DATED MARCH 22, 2019)

19. COVENANTS, CONDITIONS AND RESTRICTIONS BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING, BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, SOURCE OF INCOME, GENDER, GENDER IDENTITY, GENDER EXPRESSION, MEDICAL CONDITION OR GENETIC INFORMATION, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAWS, AS SET FORTH IN THE DOCUMENT REFERRED TO IN THE NUMBERED ITEM LAST ABOVE SHOWN.

SAID COVENANTS, CONDITIONS AND RESTRICTIONS PROVIDE THAT A VIOLATION THEREOF SHALL NOT DEFEAT THE LIEN OF ANY MORTGAGE OR DEED OF TRUST MADE IN GOOD FAITH AND FOR VALUE.

(20) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
(TO BE QUITCLAIMED)

GRANTED TO: SECURITY-FIRST NATIONAL BANK OF LOS ANGELES CALIFORNIA
PURPOSE: PUBLIC UTILITY
RECORDING DATE: FEBRUARY 05, 1934
RECORDING NO: IN BOOK 12516 PAGE 382, OF OFFICIAL RECORDS
AFFECTS: NORTHERLY 2.5 FEET OF LOT 9 IN PARCEL 4

21. AN UNRECORDED LEASE WITH CERTAIN TERMS, COVENANTS, CONDITIONS AND PROVISIONS SET FORTH THEREIN AS DISCLOSED BY THE DOCUMENT

ENTITLED: MEMORANDUM OF LEASE
LESSOR: HACIENDA HOTEL, INC., A CALIFORNIA CORPORATION
LESSEE: T-MOBILE WEST CORPORATION, A DELAWARE CORPORATION
RECORDING DATE: DECEMBER 21, 2010
RECORDING NO: 2010-1889489, OF OFFICIAL RECORDS

THE PRESENT OWNERSHIP OF THE LEASEHOLD CREATED BY SAID LEASE AND OTHER MATTERS AFFECTING THE INTEREST OF THE LESSEE ARE NOT SHOWN HEREIN.

22. MATTERS CONTAINED IN THAT CERTAIN DOCUMENT

ENTITLED: MASTER COVENANT AND AGREEMENT REGARDING ON-SITE BMP MAINTENANCE
DATED: OCTOBER 16, 2014
EXECUTED BY: RUBICON B HACIENDA LLC
IN FAVOR OF: CITY OF EL SEGUNDO
RECORDING DATE: NOVEMBER 26, 2014
RECORDING NO: 2014-1274355 OF OFFICIAL RECORDS

REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

(23) MATTERS CONTAINED IN THAT CERTAIN DOCUMENT

ENTITLED: MASTER COVENANT AND AGREEMENT REGARDING MAINTENANCE AND USE OF OFF-STREET PARKING
DATED: MAY 7, 2015
EXECUTED BY: RUBICON B HACIENDA LLC
IN FAVOR OF: CITY OF EL SEGUNDO
RECORDING DATE: JULY 1, 2015
RECORDING NO: 2015-0792116 OF OFFICIAL RECORDS

REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

(24) MATTERS CONTAINED IN THAT CERTAIN DOCUMENT

ENTITLED: MASTER COVENANT AND AGREEMENT REGARDING MAINTENANCE AND USE OF OFF-STREET PARKING
DATED: MAY 7, 2015
EXECUTED BY: RUBICON B HACIENDA LLC
IN FAVOR OF: CITY OF EL SEGUNDO
RECORDING DATE: JULY 1, 2015
RECORDING NO: 2015-0792117 OF OFFICIAL RECORDS

REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

25. ANY RIGHTS, INTERESTS, OR CLAIMS WHICH MAY EXIST OR ARISE BY REASON OF THE FOLLOWING MATTERS DISCLOSED BY SURVEY,

ALTA SURVEY BY: O. K. O. ENGINEERING, INC. (MICHAEL FURLONG)
DATE: MARCH 9, 2017, LAST REVISED JUNE 2, 2017
JOB NO.: 2017-33

A. A 0.3' ENCROACHMENT OF A BLOCK WALL LOCATED ON PARCEL 4 INTO THE STREET RIGHT OF WAY OF PALM AVENUE.
B. AN ENCROACHMENT OF 2 POWER POLES (#1191682E & #SC10150), CROSS ARMS AND OVERHEAD WIRES ACROSS THE NORTHERLY BOUNDARY OF PARCELS 4 AND 6, TO UNDISCLOSED AMOUNTS.
C. AN ENCROACHMENT OF POWER CROSS ARMS AND OVERHEAD WIRES ALONG THE WESTERLY BOUNDARY OF PARCEL 4, TO UNDISCLOSED AMOUNTS.
D. A 0.5' TO 0.7' ENCROACHMENT OF A CHAIN LINK FENCE 4 INTO THE STREET RIGHT OF WAY OF PALM AVENUE.
E. TWO OVERHEAD AREA LIGHTS CROSS THE WESTERLY BOUNDARY OF PARCEL 4.
F. A CHAIN LINK FENCE CROSSES THE EASTERLY BOUNDARY OF PARCEL 6 AND THE NORTHERLY BOUNDARY OF PARCEL 5.
G. AN UNRECORDED EASEMENT OR LESSER RIGHT FOR A POWER POLE (#1767353E) LOCATED ALONG THE NORTHERLY MOST SOUTHERLY BOUNDARY OF PARCEL 5.
H. AN UNRECORDED EASEMENT OR LESSER RIGHT FOR A POWER POLE (#1667351E) LOCATED ALONG THE SOUTHERLY MOST EASTERLY BOUNDARY OF PARCEL 5.
I. AN ENCROACHMENT OF A CONCRETE SIDEWALK ONTO PARCELS 4 AND 5 FROM THE STREET RIGHT OF WAY OF MARIPOSA AVENUE.
J. AN 2.8' ENCROACHMENT OF A BLOCK WALL ONTO PARCEL 4, AT THE SOUTHWEST CORNER, FROM THE LAND ADJOINING THE PROPERTY TO THE WEST.
K. AN UNRECORDED EASEMENT OR LESSER RIGHT FOR 3 TELEPHONE MANHOLES LOCATED NEAR THE NORTHEAST CORNER OF PARCEL 3.
L. AN UNRECORDED EASEMENT OR LESSER RIGHT FOR A 2.3' X 3.3' EDISON VAULT LOCATED NEAR THE NORTHWEST PORTION OF PARCEL 3.
M. AN UNRECORDED EASEMENT OR LESSER RIGHT FOR A POWER POLE (#1238780E) ALONG THE WESTERLY BOUNDARY OF PARCEL 3.
N. UNIDENTIFIED 1.3' X 3.3' AND 2.2' X 4.2' PULL BOXES LOCATED ALONG THE WESTERLY BOUNDARY OF PARCEL 3.
O. AN ENCROACHMENT OF A 9 STORY STUCCO BUILDING LOCATED ON PARCEL 3 OVER AN EASEMENT FOR ELECTRICAL UTILITY PURPOSES. SAID EASEMENT IS DESCRIBED IN ITEM 14 ABOVE (SHOWN AS ITEM # 15 HEREON).
P. AN ENCROACHMENT OF A 5 STORY STUCCO BUILDING LOCATED ON PARCEL 3 OVER AN EASEMENT FOR ELECTRICAL UTILITY PURPOSES. SAID EASEMENT IS DESCRIBED IN ITEM 14 ABOVE (SHOWN AS ITEM # 15 HEREON).
Q. AN ENCROACHMENT OF A SIDEWALK RAMP AND RAMP ONTO THE PROPERTY FROM THE STREET RIGHT OF WAY OF SEPULVEDA BOULEVARD AND MARIPOSA AVENUE.
R. AN UNRECORDED EASEMENT FOR A PORTION OF SEPULVEDA BOULEVARD, PARCELS 1, 2, 3 AND 5
S. AN ENCROACHMENT OF A 9 STORY STUCCO BUILDING LOCATED ON PARCEL 2 OVER AN EASEMENT FOR TELEPHONE UTILITY PURPOSES. SAID EASEMENT IS DESCRIBED IN ITEM 1 ABOVE (SHOWN AS ITEM # 2 HEREON).
T. AN ENCROACHMENT OF A 9 STORY STUCCO BUILDING LOCATED ON PARCEL 2 OVER AN EASEMENT FOR UTILITY PURPOSES. SAID EASEMENT IS DESCRIBED IN ITEM 2 ABOVE (SHOWN AS ITEM # 3 HEREON).
U. AN ENCROACHMENT OF A 9 STORY STUCCO BUILDING LOCATED ON PARCEL 2 OVER AN EASEMENT FOR ROAD PURPOSES. SAID EASEMENT IS DESCRIBED IN ITEM 6 ABOVE (SHOWN AS ITEM # 2 HEREON).
V. AN ENCROACHMENT OR UNRECORDED EASEMENT FOR A POWER POLE (#708222H) AND GUY ANCHOR LOCATED ALONG THE NORTHERLY BOUNDARY OF PARCEL 1.
W. INTENTIONALLY DELETED.

26. AMENDED AND RESTATED DEED OF TRUST WITH ABSOLUTE ASSIGNMENT OF LEASES AND RENTS, SECURITY AGREEMENT AND FIXTURE FILING GIVEN TO SECURE AN INDEBTEDNESS IN THE AMOUNT SHOWN BELOW,

AMOUNT: $200,000,000.00
DATE: OCTOBER 2, 2018
TRUSTOR/GRANTOR TORRANCE INN JV, LLC, A DELAWARE LIMITED LIABILITY COMPANY, BRE EL SEGUNDO PROPERTY OWNER A LLC, A DELAWARE LIMITED LIABILITY COMPANY, BRE EL SEGUNDO PROPERTY OWNER B LLC, A DELAWARE LIMITED LIABILITY COMPANY, AND BRE EL SEGUNDO PARKING LLC, A DELAWARE LIMITED LIABILITY COMPANY
TRUSTEE: AMERICAN SECURITIES COMPANY, A CALIFORNIA CORPORATION
BENEFICIARY: WELLS FARGO BANK, NATIONAL ASSOCIATION, AS ADMINISTRATIVE AGENT FOR THE LENDERS
LOAN NO.: NOT SHOWN
RECORDING DATE: OCTOBER 5, 2018
RECORDING NO: 201810175591, OF OFFICIAL RECORDS

AFFECTS: THE HEREIN DESCRIBED LAND AND OTHER LAND. (NOT PLOTTED - NOT A SURVEY MATTER)

27. AMENDED AND RESTATED ASSIGNMENT OF LEASES AND RENTS

ASSIGNED TO: WELLS FARGO BANK, NATIONAL ASSOCIATION, AS ADMINISTRATIVE AGENT FOR THE LENDERS
RECORDING DATE: OCTOBER 5, 2018
RECORDING NO: 201810175592, OF OFFICIAL RECORDS

AFFECTS: THE HEREIN DESCRIBED LAND AND OTHER LAND. (NOT PLOTTED - NOT A SURVEY MATTER)

28. MATTERS WHICH MAY BE DISCLOSED BY AN INSPECTION AND/OR BY A CORRECT ALTA/NSPS LAND TITLE SURVEY OF SAID LAND THAT IS SATISFACTORY TO THE COMPANY, AND/OR BY INQUIRY OF THE PARTIES IN POSSESSION THEREOF.

29. ANY RIGHTS OF THE PARTIES IN POSSESSION OF A PORTION OF, OR ALL OF, SAID LAND, WHICH RIGHTS ARE NOT DISCLOSED BY THE PUBLIC RECORDS.

THE COMPANY WILL REQUIRE, FOR REVIEW, A FULL AND COMPLETE COPY OF ANY UNRECORDED AGREEMENT, CONTRACT, LICENSE AND/OR LEASE, TOGETHER WITH ALL SUPPLEMENTS, ASSIGNMENTS AND AMENDMENTS THERETO, BEFORE ISSUING ANY POLICY OF TITLE INSURANCE WITHOUT EXCEPTING THIS ITEM FROM COVERAGE.

THE COMPANY RESERVES THE RIGHT TO EXCEPT ADDITIONAL ITEMS AND/OR MAKE ADDITIONAL REQUIREMENTS AFTER REVIEWING SAID DOCUMENTS.

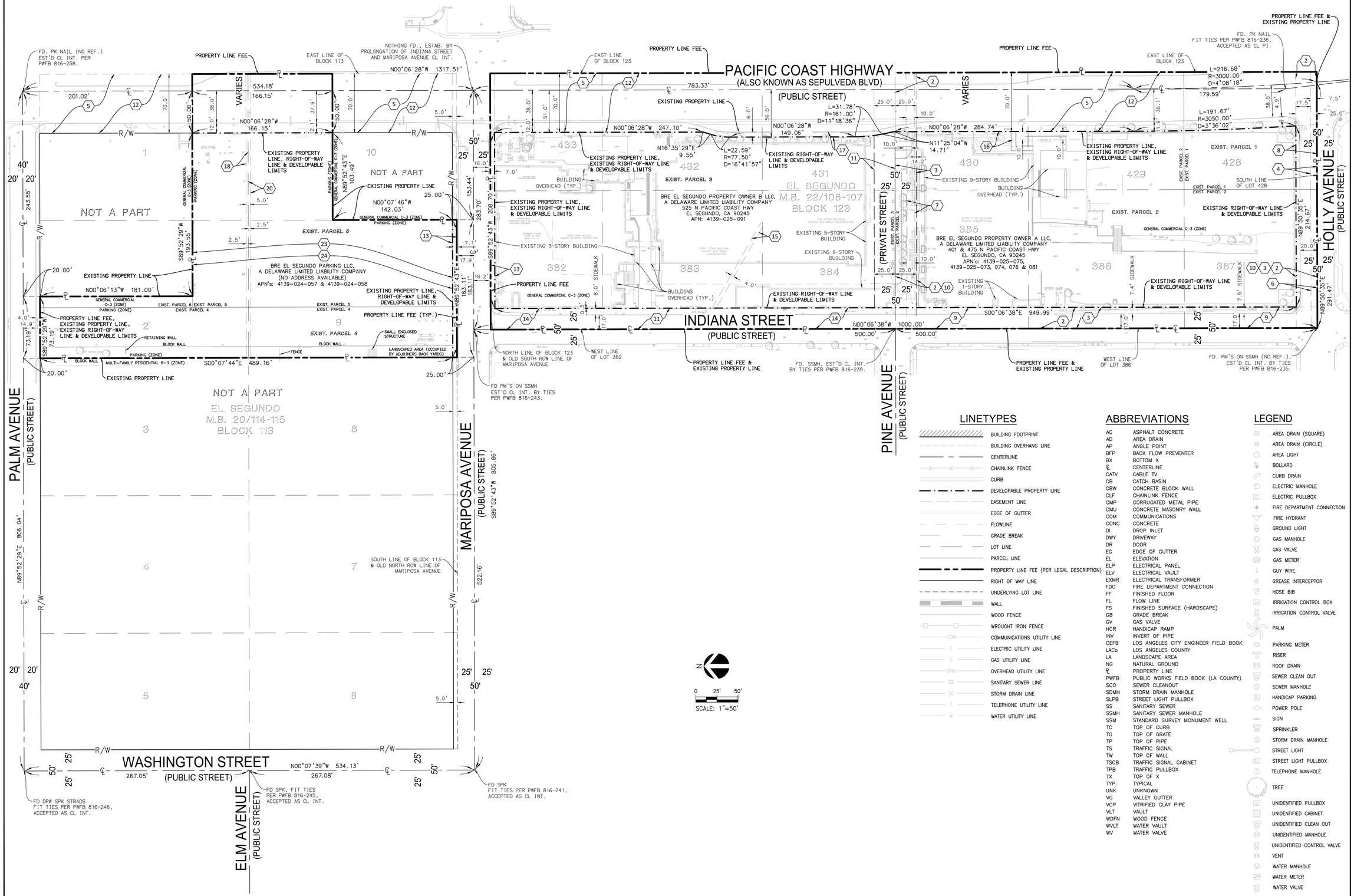
***REMAINING ITEMS ON PRELIMINARY TITLE REPORT NOT SHOWN AS PLOTTED ARE EITHER NOT PLOTTABLE, BLANKET IN NATURE OR NOT A SURVEY MATTER.

SETBACK TABLE PER CITY OF EL SEGUNDO (PROPOSED ZONING)

PACIFIC COAST HIGHWAY: BUILDING AND STRUCTURES WITHIN THE PCC MIXED-USE 1 (PCC MU-1) LAND USE DISTRICT, THE PCC COMMERCIAL-1 (PCC COM-1) LAND USE DISTRICT, THE PCC COMMERCIAL-2 (PCC COM-2

VESTING TENTATIVE TRACT MAP No. 82806

EXISTING CONDITIONS



N

0 25' 50'

SCALE: 1"=50'

LINETYPES

- BUILDING FOOTPRINT
- BUILDING OVERHANG LINE
- CENTERLINE
- CHAINLINK FENCE
- CURB
- DEVELOPABLE PROPERTY LINE
- EASEMENT LINE
- EDGE OF GUTTER
- FLOWLINE
- GRADE BREAK
- LOT LINE
- PARCEL LINE
- PROPERTY LINE FEE (PER LEGAL DESCRIPTION)
- RIGHT OF WAY LINE
- UNDERLYING LOT LINE
- WALL
- WOOD FENCE
- WROUGHT IRON FENCE
- COMMUNICATIONS UTILITY LINE
- ELECTRIC UTILITY LINE
- GAS UTILITY LINE
- OVERHEAD UTILITY LINE
- SANITARY SEWER LINE
- STORM DRAIN LINE
- TELEPHONE UTILITY LINE
- WATER UTILITY LINE

ABBREVIATIONS

AC	ASPHALT CONCRETE
AD	AREA DRAIN
AP	ANGLE POINT
BFP	BACK FLOW PREVENTER
BX	BOTTOM X
℄	CENTERLINE
CATV	CABLE TV
CB	CATCH BASIN
CBW	CONCRETE BLOCK WALL
CLF	CHAINLINK FENCE
CMP	CORRUGATED METAL PIPE
CMU	CONCRETE MASONRY WALL
COM	COMMUNICATIONS
CONC	CONCRETE
DI	DROP INLET
DWY	DRIVEWAY
DR	DOOR
EG	EDGE OF GUTTER
EL	ELEVATION
ELP	ELECTRICAL PANEL
ELV	ELECTRICAL VAULT
EXMR	ELECTRICAL TRANSFORMER
FDC	FIRE DEPARTMENT CONNECTION
FF	FINISHED FLOOR
FL	FLOW LINE
FS	FINISHED SURFACE (HARDSCAPE)
GB	GRADE BREAK
GV	GAS VALVE
HCR	HANDICAP RAMP
INV	INVERT OF PIPE
CEFB	LOS ANGELES CITY ENGINEER FIELD BOOK
LACo	LOS ANGELES COUNTY
LA	LANDSCAPE AREA
NG	NATURAL GROUND
ℙ	PROPERTY LINE
PWFB	PUBLIC WORKS FIELD BOOK (LA COUNTY)
SCO	SEWER CLEANOUT
SDMH	STORM DRAIN MANHOLE
SLPB	STREET LIGHT PULLBOX
SS	SANITARY SEWER
SSMH	SANITARY SEWER MANHOLE
SSM	STANDARD SURVEY MONUMENT WELL
TC	TOP OF CURB
TG	TOP OF GRATE
TP	TOP OF PIPE
TS	TRAFFIC SIGNAL
TW	TOP OF WALL
TSCB	TRAFFIC SIGNAL CABINET
TPB	TRAFFIC PULLBOX
TX	TOP OF X
TYP.	TYPICAL
UNK	UNKNOWN
VG	VALLEY GUTTER
VCP	VITRIFIED CLAY PIPE
VLT	VAULT
WDFN	WOOD FENCE
WVLT	WATER VAULT
WV	WATER VALVE

LEGEND

- AREA DRAIN (SQUARE)
- AREA DRAIN (CIRCLE)
- AREA LIGHT
- BOLLARD
- CURB DRAIN
- ELECTRIC MANHOLE
- ELECTRIC PULLBOX
- FIRE DEPARTMENT CONNECTION
- FIRE HYDRANT
- GROUND LIGHT
- GAS MANHOLE
- GAS VALVE
- GAS METER
- GUY WIRE
- GREASE INTERCEPTOR
- HOSE BIB
- IRRIGATION CONTROL BOX
- IRRIGATION CONTROL VALVE
- PALM
- PARKING METER
- RISER
- ROOF DRAIN
- SEWER CLEAN OUT
- SEWER MANHOLE
- HANDICAP PARKING
- POWER POLE
- SIGN
- SPRINKLER
- STORM DRAIN MANHOLE
- STREET LIGHT
- STREET LIGHT PULLBOX
- TELEPHONE MANHOLE
- TREE
- UNIDENTIFIED PULLBOX
- UNIDENTIFIED CABINET
- UNIDENTIFIED CLEAN OUT
- UNIDENTIFIED MANHOLE
- UNIDENTIFIED CONTROL VALVE
- VENT
- WATER MANHOLE
- WATER METER
- WATER VALVE

kpff

700 FLOWER ST., Suite 2100
Los Angeles, CA 90017
O: 213.418.0201
F: 213.266.5294
www.kpff.com

REVISIONS

DATE	△	ISSUED FOR

DATE	01/21/2021
PROJECT NUMBER	1800649
DRAWN BY	DB
CHECKED BY	CJ
SCALE	AS SPECIFIED

PROJECT DESCRIPTION

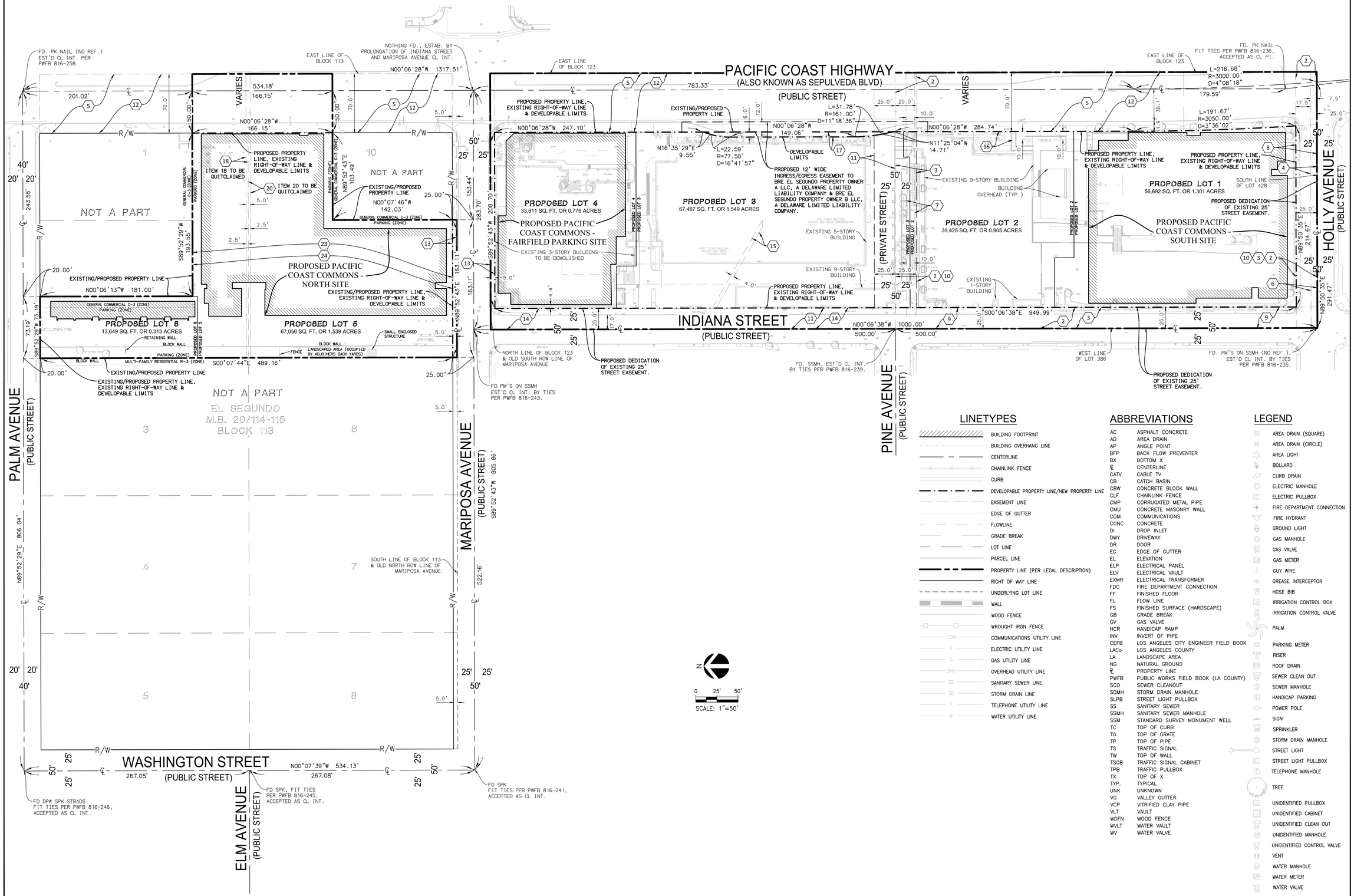
401, 475 & 525 N PACIFIC COAST HWY
EL SEGUNDO, CA 90245

SHEET NUMBER

SHEET 2 0F 3

VESTING TENTATIVE TRACT MAP No. 82806

PROPOSED CONDITIONS



LINETYPES

- BUILDING FOOTPRINT
- BUILDING OVERHANG LINE
- CENTERLINE
- CHAINLINK FENCE
- CURB
- DEVELOPABLE PROPERTY LINE/NEW PROPERTY LINE
- EASEMENT LINE
- EDGE OF GUTTER
- FLOWLINE
- GRADE BREAK
- LOT LINE
- PARCEL LINE
- PROPERTY LINE (PER LEGAL DESCRIPTION)
- RIGHT OF WAY LINE
- UNDERLYING LOT LINE
- WALL
- WOOD FENCE
- WROUGHT IRON FENCE
- COMMUNICATIONS UTILITY LINE
- ELECTRIC UTILITY LINE
- GAS UTILITY LINE
- OVERHEAD UTILITY LINE
- SANITARY SEWER LINE
- STORM DRAIN LINE
- TELEPHONE UTILITY LINE
- WATER UTILITY LINE

ABBREVIATIONS

AC	ASPHALT CONCRETE
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AP	ANGLE POINT
BFP	BACK FLOW PREVENTER
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℄	CENTERLINE
CATV	CABLE TV
CB	CATCH BASIN
CBW	CONCRETE BLOCK WALL
CLF	CHAINLINK FENCE
CMP	CORRUGATED METAL PIPE
CMU	CONCRETE MASONRY WALL
COM	COMMUNICATIONS
CONC	CONCRETE
DI	DROP INLET
DWY	DRIVEWAY
DR	DOOR
EG	EDGE OF GUTTER
EL	ELEVATION
ELP	ELECTRICAL PANEL
ELV	ELECTRICAL VAULT
EXMR	ELECTRICAL TRANSFORMER
FDC	FIRE DEPARTMENT CONNECTION
FF	FINISHED FLOOR
FL	FLOW LINE
FS	FINISHED SURFACE (HARDSCAPE)
GB	GRADE BREAK
GV	GAS VALVE
HCR	HANDICAP RAMP
INV	INVERT OF PIPE
CEFB	LOS ANGELES CITY ENGINEER FIELD BOOK
LACo	LOS ANGELES COUNTY
LA	LANDSCAPE AREA
NG	NATURAL GROUND
P	PROPERTY LINE
PWFB	PUBLIC WORKS FIELD BOOK (LA COUNTY)
SCO	SEWER CLEANOUT
SDMH	STORM DRAIN MANHOLE
SLPB	STREET LIGHT PULLBOX
SS	SANITARY SEWER
SSMH	SANITARY SEWER MANHOLE
SSM	STANDARD SURVEY MONUMENT WELL
TC	TOP OF CURB
TG	TOP OF GRATE
TP	TOP OF PIPE
TS	TRAFFIC SIGNAL
TW	TOP OF WALL
TSCB	TRAFFIC SIGNAL CABINET
TPB	TRAFFIC PULLBOX
TX	TOP OF X
TYP.	TYPICAL
UNK	UNKNOWN
VG	VALLEY GUTTER
VCP	VITRIFIED CLAY PIPE
VLT	VAULT
WDFN	WOOD FENCE
WVLT	WATER VAULT
WV	WATER VALVE

LEGEND

- AREA DRAIN (SQUARE)
- AREA DRAIN (CIRCLE)
- AREA LIGHT
- BOLLARD
- CURB DRAIN
- ELECTRIC MANHOLE
- ELECTRIC PULLBOX
- FIRE DEPARTMENT CONNECTION
- FIRE HYDRANT
- GROUND LIGHT
- GAS MANHOLE
- GAS VALVE
- GAS METER
- GUY WIRE
- GREASE INTERCEPTOR
- HOSE BIB
- IRRIGATION CONTROL BOX
- IRRIGATION CONTROL VALVE
- PALM
- PARKING METER
- RISER
- ROOF DRAIN
- SEWER CLEAN OUT
- SEWER MANHOLE
- HANDICAP PARKING
- POWER POLE
- SIGN
- SPRINKLER
- STORM DRAIN MANHOLE
- STREET LIGHT
- STREET LIGHT PULLBOX
- TELEPHONE MANHOLE
- TREE
- UNIDENTIFIED PULLBOX
- UNIDENTIFIED CABINET
- UNIDENTIFIED CLEAN OUT
- UNIDENTIFIED MANHOLE
- UNIDENTIFIED CONTROL VALVE
- VENT
- WATER MANHOLE
- WATER METER
- WATER VALVE

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REVISIONS

DATE	△	ISSUED FOR

DATE	01/21/2021
PROJECT NUMBER	1800649
DRAWN BY	DB
CHECKED BY	CJ
SCALE	AS SPECIFIED

PROJECT DESCRIPTION

401, 475 & 525 N PACIFIC COAST HWY
EL SEGUNDO, CA 90245

SHEET NUMBER

SHEET 3 OF 3

EXHIBIT H - PARKING DEMAND STUDY

FEHR PEERS

MEMORANDUM

Date: February 17, 2021

To: Lionel Uhry, Mar Ventures

From: Vivian Lee and Tom Gaul

Subject: Pacific Coast Commons – Shared Parking Analysis *LA19-3078*

Fehr & Peers conducted a shared parking analysis for the proposed Pacific Coast Commons (PCC) development. The objective of the shared parking analysis is to assess the potential parking demand of each of the three various sites of the project at full buildout to determine whether the proposed supply is adequate to meet peak demand. This report outlines the methodology used for the shared parking analysis, as well as the methodology used to determine the parking ratios used for the hotel and the residential land uses that is used in the shared parking analysis.

PROJECT DESCRIPTION

Pacific Coast Commons is proposed mixed-use development in the City of El Segundo consisting of 263 residential dwelling units and 11,000 square feet of commercial space. The project is just over ½-mile from the Metro Mariposa Green Line Station and is also serviced by several bus routes including two local Metro (Route 232 and 625), one local Beach Cities Transit (109), and two LADOT Commuter Express (Route 438, 574) routes. The residential buildings would provide a mix of 91 studio, 119 one-bedroom, and 47 two-bedroom units with parking provided in new parking structures. Six townhouse-style units are also proposed, each of which would provide individual garages. For the purpose of this analysis, the project is separated into three different sites, as follows:

- PCC North Site [Land Use Area 5]
    - 143 residential units (137 apartments & 6 townhomes)
        - 47 Studios
        - 67 One-Bedrooms
        - 23 Two-Bedrooms
    - 2,223 square feet of retail space
    - 253 total parking spaces
        - 241 parking spaces
        - 12 townhome parking spaces in individual garages

- PCC Fairfield Site [Land Use Area 3 & 4]
    - Fairfield Hotel (350 rooms, already in operation)
    - 3,273 square feet of retail space
    - 215 replacement parking spaces for the Fairfield Hotel

- PCC South Site [Land Use Area 1 & 2]
    - 120 residential units
        - 44 Studios
        - 52 One-Bedrooms
        - 24 Two-Bedrooms
    - 5,756 square feet of commercial space
        - 2,056 square feet of retail space
        - 3,700 square feet of fast casual restaurant
    - Aloft Hotel (246 rooms, already in operation)
    - 336 parking spaces

PARKING DEMAND MODEL

The shared parking analysis was conducted using methodology provided in the Urban Land Institute's (ULI) *Shared Parking, 2nd Edition*.[1] The model was calibrated and adjusted based on the current parking demand for the existing hotels at the site based on the empirical parking counts conducted in May 2019 and ITE parking ratios for multifamily residential properties. These include adjustments to specific base parking rates and time-of-day occupancy factors.

BACKGROUND ON URBAN LAND INSTITUTE'S SHARED PARKING

ULI sponsored a national study in 1984 that established a basic methodology for analyzing parking demand in mixed-use developments and developed averages for parking rates by land use. Fehr & Peers staff was involved in the 2004 update of this national study sponsored by ULI. The analysis presented in this memorandum uses data from the updated *Shared Parking, 2nd Edition* report.

Shared parking is a concept in which land uses in close proximity share a "pool" of available parking spaces in order to reduce the overall supply needed for the development as a whole. Shared parking is practical in situations where variations exist in vehicles by hour, by day, or season at individual land uses.

In the shared parking methodology, the base parking rate and daily/hourly/seasonal patterns for each land use are established, and then the overall parking demand is calculated by taking into account the unique travel characteristics of the project being analyzed. In this analysis, certain adjustments were made to the base parking rate and time-of-day occupancy factor.

The calibrated model was then used to estimate peak parking demand for the peak month of the year for each project site.

[1] *Shared Parking.* Urban Land Institute. (2004). https://uli.bookstore.ipgbook.com/shared-parking-products-9780874202328.php

PARKING DEMAND ASSUMPTIONS

To determine the parking demand for Pacific Coast Commons, the following assumptions were made:

- Each of the three garages can be utilized as "overflow" parking if needed due to one of the other sites parking demand exceeding its on-site supply.[2]
- Peak parking demand rates for the residential units was estimated based on data from the El Segundo Municipal Code parking requirements and the Institute of Transportation Engineers' (ITE) *Parking Generation, 5th Edition*[3]; as discussed further below.
- The parking provided for residents of the townhouses in the individual garages were not included as part of the analysis, but guest parking for the townhouses were included in the shared parking calculation.
- The hotel peak parking demand rate was calculated using empirical data collected in May 2019 as part of this study at the Aloft and Fairfield hotels already operating onsite; as discussed further below.
- Peak parking demands for the retail and restaurant uses was estimated based on the El Segundo Municipal Code parking requirements for those uses.

RESIDENTIAL PARKING SUPPLY AND DEMAND RATE

Residential Parking Demand Research

To better understand the appropriate residential parking demand at Pacific Coast Commons, Fehr & Peers researched available data on parking demands at similar multifamily residential developments.

ITE Parking Generation Manual, 5th Edition

The Institute of Transportation Engineers published *Parking Generation, 5th Edition* in early 2019. The manual has traditionally provided parking demand rates for various land uses based on survey data collected in suburban, low-density areas. The 5th Edition includes additional survey data from Center City Core and Dense Multi-Use Urban locations as well. The latest survey information differentiates whether the survey data was collected within close proximity (½ mile) to rail transit. While the report does not provide authoritative findings, recommendations, or standards on parking demand, it is often referenced by planners and designers in making parking supply estimations and decisions.

Table 1 summarizes the parking supply recommendations from ITE for mid-rise multifamily housing developments. The General Urban/Suburban not within ½ mile of rail transit rates are the most conservative, although it should be noted that Pacific Coast Commons is located approximately ½ mile from the Metro Green Line Mariposa Station.

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[2] Based on Conditional Use Permits approved by the El Segundo Planning Commission on October 9, 2014.
[3] *Parking Generation, 5th Edition.* Institute of Transportation Professionals. (2019). https://www.ite.org/technical-resources/topics/trip-and-parking-generation/

Table 1: Mid-Rise Multifamily Apartment Parking Generation Rates

Setting	Proximity to Rail Transit	Per Dwelling Unit	Per Bedroom
Center City Core	Within ½ mile of rail transit	1.1	1.0
Dense Multi-Use Urban	Within ½ mile of rail transit	1.2	0.9
	Not within ½ mile of rail transit	1.2	0.8
General Urban/Suburban	Within ½ mile of rail transit	1.5	0.8
	Not within ½ mile of rail transit	1.7	1.0

Palo Alto Multifamily Parking Demand Rate Study

Fehr & Peers conducted a study in April 2018 to provide the City of Palo Alto with parking demand rate data for multifamily developments. This report includes information from available reports, documents, studies, and the results of parking surveys conducted at multifamily developments as part of this study. Empirical data informed the parking demand rate information for market rate, affordable, and senior housing projects, as well as the change in parking demand when located near a robust transit system.

To begin, Fehr & Peers reviewed several reports and studies that included parking demand rates for multifamily market rate, affordable, and senior residential developments in the Bay Area. Fehr & Peers also conducted new parking surveys at nine multifamily complexes in the City of Palo Alto. Available information about each site, such as the number of units, walking distance (½ mile) to the nearest rail station, type of rail service, peak parking demand, parking supply and demand rates were documented. Parking occupancy surveys were conducted to count the numbers of parked vehicles by space type on a weekday (Tuesday, Wednesday, or Thursday) at three time periods (midday, evening, and late night – after midnight) and on a weekend day at two time periods (midday and late night).

Relevant conclusions for Pacific Coast Commons from the data collection effort, which includes all prior studies and the Palo Alto surveys are:

- For Market Rate units, the average surveyed parking demand rate is approximately 0.75 spaces per bedroom
    - Proximity to transit can reduce the rate by approximately 25 percent

El Segundo Municipal Code Parking Requirements

The El Segundo Municipal Code provides the number of required on-site parking spaces for the different land uses allowed within the city. Section 15-15-6 presents the following requirements for multifamily developments:

- Two spaces per dwelling unit
- One guest space for every 3 units (3-5 units = 1 visitor space, 6-8 units, 2 visitor spaces, etc.)

Table 2 summarizes the relevant parking data previously presented and applies it to the Pacific Coast Commons project. The table shows the projected demand based on the different parking rates.

Table 2: Summary of Parking Demand Rates

	Parking Spaces Per DU	Parking Spaces Per Bedroom	Pacific Coast Commons Parking Demand
ITE Parking Generation Manual	1.7	1.0	437 spaces (based on # of DUs); 304 spaces (based on # of bedrooms)
Palo Alto Multifamily Parking Demand Rate Study	N/A	0.75	228 spaces (based on # of bedrooms)
El Segundo Municipal Code Parking Requirements	2 per resident DU plus 1 guest space per 3 DUs	N/A	601 spaces (based on # of DUs)

Pacific Coast Commons Residential Parking Demand Rate

Based on the residential parking demand studies reviewed above, the following parking demand rates based on using a combination of ITE *Parking Generation* rates and El Segundo Municipal Parking requirements were used for the shared parking analysis:

- One resident space per bedroom
- One guest space for every 3 units (3-5 units = 1 visitor space, 6-8 units, 2 visitor spaces, etc.)

As shown in **Table 2**, this demand rate for the Pacific Coast Commons is conservative when compared to other similar projects (market rate, outside the ½ mile rail, etc.). Assuming that the demand is equal to the El Segundo Municipal Code requirements or the ITE rates based on dwelling units would likely result in an oversupply of parking and underutilization of spaces.

Table 3 shows the total parking demand based on the above demand rate.

Table 3: Pacific Coast Commons Residential Parking Demand

Land Use	Proposed Parking Rate	Size	Proposed Vehicle Spaces
Residential			
Studio	1 space/ bedroom	91 bedrooms	91
1 Bedroom	1 space/ bedroom	119 bedrooms	119
2 Bedroom	1 space/ bedroom	94 bedrooms	94
Guest	1 space/ 3 units [a]	263 units	87
		Total	**391**

Parking demand for residents is projected to be 304 spaces. Demand for residential guests is estimated to be 87 spaces, for a total demand of 391 parking spaces.

Pacific Coast Commons Residential Parking Supply

However, the Pacific Coast Commons project is proposing to provide parking using a modified residential parking requirement, based on unit type/number of bedrooms, which is more conservative than the demand rate. The follow parking supply is proposed:

- One space per studio unit
- 1.5 spaces per one-bedroom unit
- Two spaces per two-bedroom unit
- One guest space for every 3 units (3-5 units = 1 visitor space, 6-8 units, 2 visitor spaces, etc.)

Table 4 shows the proposed parking supply based on the above modified residential parking requirements.

Table 4: Pacific Coast Commons Proposed Residential Parking Supply

Land Use	Proposed Parking Rate	Size	Proposed Vehicle Spaces
Residential			
Studio	1 space/ unit	91 units	91
1 Bedroom	1.5 space/ unit	119 units	179
2 Bedroom	2 space/ unit	47 units	94
Guest	1 space/ 3 units	263 units	87
		Total	**451**

Based on the proposed parking supply rates, 364 total spaces would be supplied for residential tenant use. The estimated demand for the residents is 304 spaces, which projects an oversupply of 60 spaces. Guest parking would be provided in the shared pool of parking.

HOTEL PARKING DEMAND RATE

Although hotel rates are available from ITE, these rates are highly variable. Since the hotels for this project are currently in operation, Fehr & Peers conducted an empirical analysis of the existing parking demands at the Fairfield and Aloft Hotels, in place of using the ITE rates.

Existing Parking Supply

A series of parking lots currently serve the Fairfield Hotel and the Aloft Hotel. The "North" parking lot, located north of Mariposa Avenue, provides 232 parking spaces. This parking lot is currently gate controlled. The on-site parking lot at the Fairfield Hotel provides 33 parking spaces. The Aloft Hotel parking lot, located north of Holly Avenue, provides 165 parking spaces. The Conditional Use Permit for the hotels allows the Fairfield and Aloft Hotels to share the parking in the North parking lot north of Mariposa Avenue; therefore, the series of parking lots is viewed in this analysis as a system containing a total of 430 parking spaces. All parking lots are utilized by hotel guests and employees.

Existing Parking Occupancy

Parking utilization counts were conducted at the parking lots serving the Fairfield Hotel and the Aloft Hotel on Thursday, May 2nd and Sunday, May 5th, 2019, at 2:00 AM. These days and times were selected as they represent the busiest weekday night and weekend night on average for both hotels.

Table 5 shows the occupied spaces at each parking lot on both nights. On Wednesday night/early Thursday morning, the North parking lot was 53% occupied, the Fairfield on-site parking lot was 58% occupied, and the Aloft parking lot was 61% occupied. In total, the three lots combined were 56% occupied. On Saturday night/early Sunday morning, the North parking lot was 69% occupied, the Fairfield on-site parking lot was 45% occupied, and the Aloft parking lot was 56% occupied. In total, the three lots combined were 62% occupied. Count sheets can be found in **Appendix A**.

Table 5: Hotel Parking Utilization

Thursday, May 2, 2019 - 2:00 AM					
Lot	**Regular**	**Handicap**	**Total Spaces Occupied**	**Total Spaces**	**% Occupied**
North	123	0	123	232	53%
Fairfield	17	2	19	33	58%
Aloft	98	2	100	165	61%
Sunday, May 5, 2019 - 2:00 AM					
Lot	**Regular**	**Handicap**	**Total Spaces Occupied**	**Total Spaces**	**% Occupied**
North	158	1	159	232	69%
Fairfield	13	2	15	33	45%
Aloft	91	2	93	165	56%

Hotel Room Occupancy

Because of the hotels' close proximity to the Los Angeles International Airport (LAX), a portion of rooms are occupied by flight crews on any given night. On the Wednesday night, the Fairfield Hotel was 94% occupied (330 out of 350 rooms) and the Aloft Hotel was 98% occupied (242 out of 246 rooms). Of the total occupied rooms at the Fairfield and Aloft Hotels, 47% and 19% were occupied by flight crews, respectively. On the Saturday night, the Fairfield Hotel was 76% occupied (265 out of 350 rooms) and the Aloft Hotel was 75% occupied (184 out of 246 rooms). Of the total occupied rooms at the Fairfield and Aloft Hotels, 54% and 22% were occupied by flight crews, respectively. **Table 6** shows the number of total occupied rooms.

Table 6: Hotel Room Occupancy

Thursday, May 2, 2019 - 2:00 AM			
Hotel	**Total Rooms Available**	**Total Rooms Occupied**	**Total % Occupied**
Fairfield	350	330	94%
Aloft	246	242	98%
Sunday, May 5, 2019 - 2:00 AM			
Hotel	**Total Rooms Available**	**Total Rooms Occupied**	**Total % Occupied**
Fairfield	350	265	76%
Aloft	246	184	75%

Hotel Parking Demand Rates

Table 7 shows the empirical hotel parking demand rates. The parking demand rates were calculated using the total number of parking spaces occupied and total rooms occupied. Due to the Conditional Use Permit for the hotel allowing the Fairfield and Aloft Hotels to share parking in the parking lot north of Mariposa Avenue, a combined demand rate was developed across both properties. On Wednesday night, the combined demand rate was 0.42 per occupied room. On Saturday night, the combined demand rate was 0.59 per occupied room.

Table 7: Hotel Parking Demand Rate

Thursday, May 2, 2019 - 2:00 AM			
Hotel	**Total Spaces Occupied**	**Total Rooms Occupied**	**Occupied Spaces per Occupied Room**
Fairfield & Aloft Combined	242	572	0.42
Sunday, May 5, 2019 - 2:00 AM			
Hotel	**Total Spaces Occupied**	**Total Rooms Occupied**	**Occupied Spaces per Occupied Room**
Fairfield & Aloft Combined	267	449	0.59

Both hotels have a higher demand rate on the weekend than weekday, even though more rooms are occupied during the weekday. This is likely due to more families/tourists staying at the hotel during the weekends and having personal/rental cars with them. During the week, the hotel guests are more likely to be there for business and utilize ride sharing vehicles for their stay. Similarly, the flight crews which stay at the hotel often during the week do not need parking spaces.

Parking Demand at Full Hotel Occupancy

The number of spaces occupied assuming full hotel occupancy was calculated using the higher observed demand rate for the entire site, which occurred on the weekend. At the Fairfield Hotel, 207 spaces are projected to be demanded when the hotel is at full occupancy. At the Aloft Hotel, 145 spaces are projected to be demanded when the hotel is at full occupancy. This is shown in **Table 8**. The overall demand for parking is 352 spaces when both the Fairfield and Aloft are at full room capacity.

Table 8: Peak Hotel Parking Demand at Full Occupancy

Hotel	Peak Demand Rate	Hotel Rooms	Peak Parking Demand at Full Occupancy
Fairfield	0.59	350	207
Aloft	0.59	246	145
Total	0.59	596	352

SHARED PARKING ANALYSIS PARAMETERS

In order to evaluate the number of spaces needed under shared parking conditions, a number of characteristics regarding a particular development must be known. The most important of these characteristics are the mix of land uses within the project and the size of each individual land use. The other parking-related factors that must be estimated in order to determine peak parking demand by-hour are described below.

PARKING RATIO

As described earlier in the report, parking ratios for the existing hotels were developed based on the counts conducted in May 2019. For the residential land use, a combination of ITE *Parking Generation* rates and El Segundo Municipal Parking requirements were used based on the literature review discussed previously. For the commercial land uses, El Segundo Municipal Parking requirements were used.

Table 9 shows a summary of base parking rates used in the parking demand model for each of the components. The table also notes the source for each parking ratio.

Table 9: Pacific Coast Common Parking Rates

Land Use Component	Parking Rate
Aloft Hotel [1]	0.59 spaces per occupied room
Fairfield Hotel [1]	0.59 spaces per occupied room
Multifamily Residential [2]	1 space per bedroom
Residential Guest Parking [3]	1 space for every third unit
Fast Casual Restaurant [3]	1 space for each 75 ft of dining area; 1 space for each 250 ft of nondining area
Retail [3]	1 space for each 300 ft

[1] Empirical data collected onsite at the hotels on a weekday (May 2, 2019) and weekend (May 5, 2019). Parking ratio was determined by dividing the number of occupied spaces being used overnight by the number of occupied hotel rooms. A combined demand rate was developed as the Fairfield and Aloft hotels share overflow parking at the parking lot north of Mariposa Avenue.
[2] Rate was taken from *ITE Parking Generation, 5th Edition* for mid-rise multifamily apartments in general urban/suburban settings and that are not within ½ mile of rail transit.
[3] Rates from parking requirements in Section 15-15-6 of El Segundo Municipal Code.

RESIDENTIAL PARKING

Based on the projected residential demand and the modified residential parking supply, Pacific Coast Commons is projected to have an oversupply of 60 residential parking spaces. Per the *Pacific Coast Commons Specific Plan*, up to five percent of the total non-guest multi-family residential parking is permitted to be shared with commercial uses.[4] Therefore, five non-guest multi-family residential parking spaces from the North Site and five non-guest multi-family residential spaces from the South Site will be included for use in the shared parking supply.

GUEST PARKING

In accordance with City of El Segundo Municipal Code requirements, guest parking was presumed to be provided in addition to the parking for the residential units. One guest parking space is required to be supplied for every three multifamily units.

MODE SPILT/INTERNAL CAPTURE

To be conservative for the shared parking analysis, no adjustments were made for mode spilt or internal capture.

AUTO OCCUPANCY

This shared parking analysis used the national averages for auto occupancy for all land uses. No changes were made to the ULI average auto occupancy rates.

TIME-OF-DAY PATTERNS

Time-of-day occupancy assumptions were adjusted for the Aloft and Fairfield hotels to estimate the guest and employee split during late (after 9pm) evening hours. Late evening hours are when hotel guests are anticipated to be settled into their rooms, but hotel staff is slowly decreasing into the morning hours. For other uses, ULI-recommended time-of-day factors were used.

SEASONAL VARIATIONS

The parking demand model takes into consideration the variation in activity for each of the land uses from month-to-month. ULI-recommended seasonal factors, which incorporate variations in travel during seasonal periods such as holiday shopping in the winter, were used.

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[4] *Pacific Coast Commons Specific Plan.* City of El Segundo (2021).

PARKING DEMAND PROJECTIONS

Because each of the three garages will be utilized as "overflow" parking if needed, the project was analyzed as one combined site. While each individual site's peak parking demand occurs at different hours, it was determined that the peak parking demand for the three sites combined would occur at 10:00 PM on a weekday (in June). Shared parking analysis worksheets for each site can be found in the **Appendix B**. **Table 10** summarizes the proposed parking supply by site and total. **Table 11** summarizes the estimated peak demand.

Table 10: Pacific Coast Common Parking Supply

Site	Parking Supply	Residential Reserved	Shared Spaces
North	241	189	52
Fairfield	215	0	215
South	336	165	171
Total	**792**	**354**	**438**

Table 11: Pacific Coast Common Parking Peak Demand, Weekday, June at 10 PM

Area	Residential Demand	Shared Use Demand				Total Shared Demand	Shared Surplus/ Deficit
		Residential Guest	Hotel	Retail	Restaurant		
North	160	48	0	1	0	49	**3**
Fairfield	0	0	188	3	0	191	**24**
South	144	40	133	1	18	192	**-21**
Total	**304**	**88**	**321**	**5**	**18**	**432**	**6**

PCC NORTH SITE

As shown in **Table 10**, the project proposes 241 parking spaces for the North Site, with 189 parking spaces reserved for exclusively for residential tenant use. The remaining 52 spaces would be shared between the residential guest parking, commercial uses, and for overflow if needed from the other sites.

As summarized in **Table 11**, the North site is projected to have a peak residential parking demand of 160 parking spaces and a peak shared parking demand of 49 spaces. As such, the North site is projected to have a surplus of three shared parking spaces during the peak demand period.

PCC FAIRFIELD SITE

The Fairfield site's peak parking shared demand is estimated to be 191 spaces. As shown in **Table 11**, the project proposes 215 parking spaces, indicating sufficient supply for the anticipated demand with a surplus of 24 spaces during the peak demand period.

PCC SOUTH SITE

As shown in **Table 10**, the project proposes 336 parking spaces for the South Site, with 165 parking spaces reserved for exclusively for residential tenant use. The remaining 171 spaces would be shared between the residential guest parking, commercial uses, and for overflow if needed from the other sites. As summarized in **Table 11**, The South site is estimated to have a peak residential parking demand of 144 parking spaces and a peak shared parking demand of 192 spaces. As such, the South site would have a deficit of 21 shared parking spaces during the peak demand period. The excess demand can be accommodated by the surplus of spaces at the North and Fairfield sites, which have a combined surplus of 27 spaces.

CONCLUSION

The shared parking analysis demonstrates that sufficient parking would be provided to meet the demand of the various uses on-site.

It is anticipated that retail/restaurant patrons will be provided with free validated parking in the structures, hotel guests will continue to be charged for parking, and residents will not be charged a separate parking fee from their base rental rate. A before and after study could be conducted on the adjacent residential streets to understand if the project has an effect on street parking. Based on the results of the study and if desired by the City and the residents in the adjacent neighborhoods, a residential parking district could be implemented to deter non-residential users from parking on the street.

PROJECT CONSTRUCTION PARKING DEMAND ANALYSIS

A parking analysis was also conducted for the Pacific Coast Commons construction period to understand the parking needs of construction employees and uses on-site. Phase 1 will construct the replacement parking for the Fairfield Inn & Suites site adjacent to the existing hotel. Phase 2 will consist of the construction of the South site. Phase 3 will consist of the buildout of the North site.

Construction will be phased based on two potential timelines. The first scenario analyzed is based on a sequential timeline with three separate phases. The second scenario analyzes a construction timeline in which Phase 2 and 3 will be constructed concurrently.

The shared parking analysis in **Appendix B** was used to determine the peak parking demand for each phase during construction hours. El Segundo Municipal Code (ESMC) limits construction activities to the hours from 7:00 AM to 6:00 PM Monday through Saturday, with no construction permitted on Sundays or holidays.

SEQUENTIAL CONSTRUCTION TIMELINE

Under a sequential timeline, Phase 1 of development will construct the replacement parking and new retail for the Fairfield Inn & Suites site adjacent to the existing hotel. During Phase 1, the Aloft and Fairfield Hotels will continue to be in operation. The second phase would consist of the construction of the South site, which consists of residential, retail, and parking. During Phase 2, both hotels will continue to operate, and new retail built in Phase 1 will be occupied. The third phase of development would consist of the buildout of the North site. During Phase 3, the retail and residential built on the South site in Phase 2 is assumed to be fully occupied.

During Phase 1 of construction, Fairfield and Aloft hotel guests would continue to park at the existing surface lots at their respective sites. The existing Fairfield surface lot has 232 parking spaces and the existing Aloft surface lot has 165 parking spaces, for a total of 397 parking spaces. Peak parking demand is estimate to occur on a weekday in June at 8:00 AM during Phase 1[5]. A peak demand of 171 parking spaces for the Fairfield Hotel and 119 parking spaces for the Aloft hotel will need to be accommodated, along with a peak demand of 60 construction employee parking spaces. As shown in **Table 12**, the total anticipated demand of 350 spaces can be accommodated by the existing 397 parking spaces, with a surplus of 47 spaces.

[5] For the purpose of this analysis, the month of June was used to determine peak parking demand for all phases of construction as it is the peak demand month and provides the most conservative results.

Table 12: Sequential Construction Phase 1 Parking Demand

Site	Retail	Hotel	Construction	Total Demand	Total Supply
North	-	-	-	-	232
Fairfield	-	171	60	231	-
South/Aloft	-	119	-	119	165
Total Overall	0	290	60	**350**	**397**

Once Phase 1 is completed, parking for the Fairfield site can be moved into the newly constructed garage, which will have 215 spaces. During Phase 2 of construction, Aloft parking can be accommodated via the existing surface lot of 232 spaces at the North site. Peak parking demand is estimated to occur on a weekday in June at 8:00 AM during Phase 2. A peak demand of 173 parking spaces for the Fairfield Hotel and newly constructed retail and 119 parking spaces for the Aloft hotel will need to be accommodated, along with a peak demand of 75 construction employee parking spaces. As shown in **Table 13**, the total demand of 367 spaces can be accommodated by the 447 parking spaces supplied, with a surplus of 80 spaces.

Table 13: Sequential Construction Phase 2 Parking Demand

Site	Retail	Hotel	Construction	Total Demand	Total Supply
North	-	-	-	-	232
Fairfield	2	171	-	173	215
South/Aloft	-	119	75	194	-
Total Overall	2	290	75	**367**	**447**

Once Phase 2 is completed, newly constructed uses will be able to park at the new South site garage of 336 spaces, in addition to the 215 spaces provided at the Fairfield garage constructed during Phase 1. Peak parking demand is estimated to occur on a weekday in June at 5:00 PM during Phase 3. A peak demand of 169 parking spaces for the Fairfield Hotel and newly constructed retail and 280 parking spaces for the uses on the South site will need to be accommodated, along with peak demand of 75 construction employee parking spaces. As shown in **Table 14**, the total demand of 524 spaces can be accommodated by the 551 parking spaces supplied, with a surplus of 27 spaces.

Table 14: Sequential Construction Phase 3 Parking Demand

Site	Residential	Retail	Hotel	Construction	Total Demand	Total Supply
North	-	-	-	75	75	-
Fairfield	-	8	161	-	169	215
South/Aloft	138	29	113	-	280	336
Total Overall	138	37	274	75	**524**	**551**

CONCURRENT CONSTRUCTION TIMELINE

Under a concurrent timeline, Phase 1 of development will construct the replacement parking and new retail for the Fairfield Inn & Suites site adjacent to the existing hotel. During Phase 1, the Aloft and Fairfield Hotels will continue to be in operation. Phase 2 and 3 would occur concurrently and would consist of the construction of the South site and the North site. During the construction of these two sites, both hotels will continue to operate, and new retail built in Phase 1 will be occupied.

During Phase 1 of construction, Fairfield and Aloft hotel guests would continue to park at the existing surface lots at their respective sites. The existing Fairfield surface lot has 232 parking spaces and the existing Aloft surface lot has 165 parking spaces, for a total of 397 parking spaces. Peak parking demand is estimated to occur on a weekday in June at 8:00 AM during Phase 1. A peak demand of 171 parking spaces for the Fairfield Hotel and 119 parking spaces for the Aloft hotel will need to be accommodated, along with a peak demand of 60 construction employee parking spaces. As shown in **Table 15**, the total demand of 350 spaces can be accommodated by the existing 397 parking spaces, with a surplus of 47 spaces.

Table 15: Concurrent Construction Phase 1 Parking Demand

Site	Retail	Hotel	Construction	Total Demand	Total Supply
North	-	-	-	-	232
Fairfield	-	171	60	231	-
South/Aloft	-	119	-	119	165
Total Overall	0	290	60	**350**	**397**

Once Phase 1 is completed, the Fairfield site will have 215 parking spaces. Because construction of Phase 2 and 3 occur concurrently under this scenario, the newly constructed garage for the Fairfield Hotel under Phase 1 will be the only parking available. Peak parking demand is estimated to occur on a weekday in June at 8:00 AM during the concurrent construction of Phase 2 and 3. A peak demand of 171 parking spaces for the Fairfield Hotel and newly constructed retail and 119 parking spaces for the Aloft hotel will need to be accommodated, along with a peak demand of 150 construction employee parking spaces. As shown in **Table 16**, the total demand of 442 spaces cannot be accommodated by the 215 parking spaces supplied, with a deficit of 227 spaces.

In order to accommodate the excess demand in parking during the concurrent construction of Phase 2 and 3, sufficient off-site parking with transport to and from the project site would need to be provided for hotel guests and employees, and construction employees.

Table 16: Concurrent Construction Phase 2/3 Parking Demand

Site	Retail	Hotel	Construction	Total Demand	Total Supply
North	-	-	75	75	-
Fairfield	2	171	-	173	215
South/Aloft	-	119	75	194	-
Total Overall	2	290	150	**442**	**215**

APPENDIX A:

COUNT SHEETS

Prepared by National Data & Surveying Services

Parking Study

Location: 475 North/525 North Pacific Coast Highway
City: El Segundo, LA

Date: 5/2/2019
Day: Thursday

Lot	Restriction	2:00 AM
North	Regular	123
North	Handicap	0
Fairfield	Regular	17
Fairfield	Handicap	2
Aloft	Regular	98
Aloft	Handicap	2

Prepared by National Data & Surveying Services

Parking Study

Location: 475 North/525 North Pacific Coast Highway
City: El Segundo, LA

Date: 5/5/2019
Day: Sunday

Lot	Restriction	2:00 AM
North	Regular	158
North	Handicap	1
Fairfield	Regular	13
Fairfield	Handicap	2
Aloft	Regular	91
Aloft	Handicap	2

APPENDIX B:

SHARED PARKING ANALYSIS WORKSHEETS

Project Sitewide Peak Hour Parking Demand Determination
Appendix B

Weekday Estimated Peak-Hour Parking Demand

Site	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
North	189	194	200	201	203	203	204	204	204	204	204	213	223	242	241	240	**238**	227	213
Fairfield	149	154	173	159	150	152	146	146	153	152	160	169	177	177	182	177	**191**	195	181
South	280	294	313	308	305	307	304	301	298	295	300	323	337	353	358	350	**357**	350	320
Total	618	642	686	668	658	662	654	651	655	651	664	705	737	772	781	767	**786**	772	714

Weekend Estimated Peak-Hour Parking Demand

Site	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
North	189	199	199	201	202	203	203	204	204	204	204	213	222	241	241	240	238	228	213
Fairfield	149	155	173	159	149	151	145	145	153	153	161	168	175	175	181	177	191	195	181
South	276	292	309	307	306	306	304	300	301	294	300	319	335	351	353	343	350	343	316
Total	614	646	681	667	657	660	652	649	658	651	665	700	732	767	775	760	779	766	710

June

North Site - Weekday Estimated Peak-Hour Parking Demand

		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Community Shopping Center (<400 ksf)	67%	-	-	1	1	3	3	4	4	4	4	4	4	4	4	3	2	1	-	-
Employee	80%	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	-	-	-
Residential Demand	100%	160	144	136	128	120	112	104	112	112	112	120	136	144	155	157	158	160	160	160
Reserved	100%	189	189	189	189	189	189	189	189	189	189	189	189	189	189	189	189	189	189	189
Guest	100%	-	5	10	10	10	10	10	10	10	10	10	19	29	48	48	48	48	38	24
TOTAL DEMAND	Customer	-	-	1	1	3	3	4	4	4	4	4	4	4	4	3	2	1	-	-
	Employee	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	-	-	-
	Reserved	189	189	189	189	189	189	189	189	189	189	189	189	189	189	189	189	189	189	189
	Guest	-	5	10	10	10	10	10	10	10	10	10	19	29	48	48	48	48	38	24
		189	194	200	201	203	203	204	204	204	204	204	213	223	242	241	240	238	227	213

June

North Site - Weekend Estimated Peak-Hour Parking Demand

		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Community Shopping Center (<400 ksf)	67%	-	-	-	1	2	3	3	4	4	4	4	4	3	3	3	2	1	1	-
Employee	80%	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	-	-	-
Residential Demand	100%	160	144	136	128	120	112	104	112	112	112	120	136	144	155	157	158	160	160	160
Reserved	100%	189	189	189	189	189	189	189	189	189	189	189	189	189	189	189	189	189	189	189
Guest	100%	-	10	10	10	10	10	10	10	10	10	10	19	29	48	48	48	48	38	24
TOTAL DEMAND	Customer	-	-	-	1	2	3	3	4	4	4	4	4	3	3	3	2	1	1	-
	Employee	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	-	-	-
	Reserved	189	189	189	189	189	189	189	189	189	189	189	189	189	189	189	189	189	189	189
	Guest	-	10	10	10	10	10	10	10	10	10	10	19	29	48	48	48	48	38	24
		189	199	199	201	202	203	203	204	204	204	204	213	222	241	241	240	238	228	213

June

Fairfield Site - Weekday Estimated Peak-Hour Parking Demand

		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Community Shopping Center (<400 ksf)	67%	-	-	1	2	4	5	6	6	6	5	5	6	6	6	5	3	2	1	-
Employee	80%	-	-	1	1	1	2	2	2	2	2	2	2	2	2	1	1	1	-	-
Hotel-Business	100%	146	138	123	108	92	92	85	85	92	92	100	108	116	116	123	131	146	154	154
Employee	100%	3	16	48	48	53	53	53	53	53	53	53	53	53	53	53	42	42	40	27
TOTAL DEMAND	Customer	146	138	124	110	96	97	91	91	98	97	105	114	122	122	128	134	148	155	154
	Employee	3	16	49	49	54	55	55	55	55	55	55	55	55	55	54	43	43	40	27
	Reserved	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		149	154	173	159	150	152	146	146	153	152	160	169	177	177	182	177	191	195	181

ULI Base Data Has Been Modified.

June

Fairfield Site - Weekend Estimated Peak-Hour Parking Demand

		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Community Shopping Center (<400 ksf)	67%	-	-	1	2	3	4	5	5	6	6	6	5	5	5	4	3	2	1	-
Employee	80%	-	-	1	1	1	2	2	2	2	2	2	2	1	1	1	1	1	-	-
Hotel-Business	100%	146	139	123	108	92	92	85	85	92	92	100	108	116	116	123	131	146	154	154
Employee	100%	3	16	48	48	53	53	53	53	53	53	53	53	53	53	53	42	42	40	27
TOTAL DEMAND	Customer	146	139	124	110	95	96	90	90	98	98	106	113	121	121	127	134	148	155	154
	Employee	3	16	49	49	54	55	55	55	55	55	55	55	54	54	54	43	43	40	27
	Reserved	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		149	155	173	159	149	151	145	145	153	153	161	168	175	175	181	177	191	195	181

ULI Base Data Has Been Modified.

June

South Site - Weekday Estimated Peak-Hour Parking Demand

		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Community Shopping Center (<400 ksf)	67%	-	-	1	1	2	3	3	3	3	3	3	3	3	3	3	2	1	-	-
Employee	80%	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	-	-	-
Family Restaurant	95%	6	12	14	18	20	21	24	21	12	11	11	18	19	19	19	14	13	12	6
Employee	100%	4	5	6	6	7	7	7	7	7	5	5	7	7	7	7	6	5	5	2
Hotel-Business	100%	103	97	86	76	65	65	59	59	65	65	70	76	81	81	86	92	103	108	108
Employee	100%	2	11	33	33	37	37	37	37	37	37	37	37	37	37	37	30	30	28	19
Residential Reserved	100%	144	130	122	115	108	101	94	101	101	101	108	122	130	140	141	143	144	144	144
Reserved	100%	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165
Guest	100%	-	4	8	8	8	8	8	8	8	8	8	16	24	40	40	40	40	32	20
TOTAL DEMAND	Customer	109	109	101	95	87	89	86	83	80	79	84	97	103	103	108	108	117	120	114
	Employee	6	16	39	40	45	45	45	45	45	43	43	45	45	45	45	37	35	33	21
	Reserved	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165
	Guest	-	4	8	8	8	8	8	8	8	8	8	16	24	40	40	40	40	32	20
		280	294	313	308	305	307	304	301	298	295	300	323	337	353	358	350	357	350	320

ULI Base Data Has Been Modified.

June

South Site - Weekend Estimated Peak-Hour Parking Demand

		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Community Shopping Center (<400 ksf)	67%	-	-	-	1	2	2	3	3	3	3	3	3	3	3	2	2	1	1	-
Employee	80%	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	-	-	-
Family Restaurant	95%	2	6	11	17	21	21	24	20	15	10	11	14	17	17	15	7	6	4	2
Employee	100%	4	5	6	6	7	7	7	7	7	5	5	7	7	7	7	6	5	5	2
Hotel-Business	100%	103	97	86	76	65	65	59	59	65	65	70	76	81	81	86	92	103	108	108
Employee	100%	2	11	33	33	37	37	37	37	37	37	37	37	37	37	37	30	30	28	19
Residential Reserved	100%	144	130	122	115	108	101	94	101	101	101	108	122	130	140	141	143	144	144	144
Reserved	100%	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165
Guest	100%	-	8	8	8	8	8	8	8	8	8	8	16	24	40	40	40	40	32	20
TOTAL DEMAND	Customer	105	103	97	94	88	88	86	82	83	78	84	93	101	101	103	101	110	113	110
	Employee	6	16	39	40	45	45	45	45	45	43	43	45	45	45	45	37	35	33	21
	Reserved	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165
	Guest	-	8	8	8	8	8	8	8	8	8	8	16	24	40	40	40	40	32	20
		276	292	309	307	306	306	304	300	301	294	300	319	335	351	353	343	350	343	316

ULI Base Data Has Been Modified.

PACIFIC COAST COMMONS SHARED PARKING DEMAND SUMMARY (NORTH SITE)

PEAK MONTH: JUNE -- PEAK PERIOD: 10 PM, WEEKDAY

Projected Parking Supply:	241 Stalls		Weekday					Weekday		
Land Use	Project Data Quantity	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj 10 PM	Peak Mo Adj June	Estimated Parking Demand
Community Shopping Center (<400 ksf)	2,223	sf GLA	2.67	1.00	1.00	2.67	/ksf GLA	0.30	0.67	1
Employee			0.66	1.00	1.00	0.66	/ksf GLA	0.40	0.80	0
Residential Demand	137	units	1.17	1.00	1.00	1.17	/unit	1.00	1.00	160
Reserved	1.38	sp/unit	1.38	1.00	1.00	1.38	/unit	1.00	1.00	189
Guest	143	units	0.33	1.00	1.00	0.33	/unit	1.00	1.00	48

ULI base data have been modified from default values.

Customer	1
Employee	0
Residential Reserved	189
Residential Guest	48
Total	238

PACIFIC COAST COMMONS SHARED PARKING DEMAND SUMMARY (FAIRFIELD SITE)

PEAK MONTH: JUNE -- PEAK PERIOD: 10 PM, WEEKDAY

Projected Parking Supply: 215 Stalls			Weekday					Weekday		
Land Use	Project Data Quantity	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj 10 PM	Peak Mo Adj June	Estimated Parking Demand
Community Shopping Center (<400 ksf)	3,273	sf GLA	2.67	1.00	1.00	2.67	/ksf GLA	0.30	0.67	2
Employee			0.66	1.00	1.00	0.66	/ksf GLA	0.40	0.80	1
Hotel-Business	350	rooms	0.44	1.00	1.00	0.44	/rooms	0.95	1.00	146
Employee			0.15	1.00	1.00	0.15	/rooms	0.80	1.00	42
								Customer		148
								Employee		43
								Total		191

ULI base data have been modified from default values.

PACIFIC COAST COMMONS SHARED PARKING DEMAND SUMMARY (SOUTH SITE)

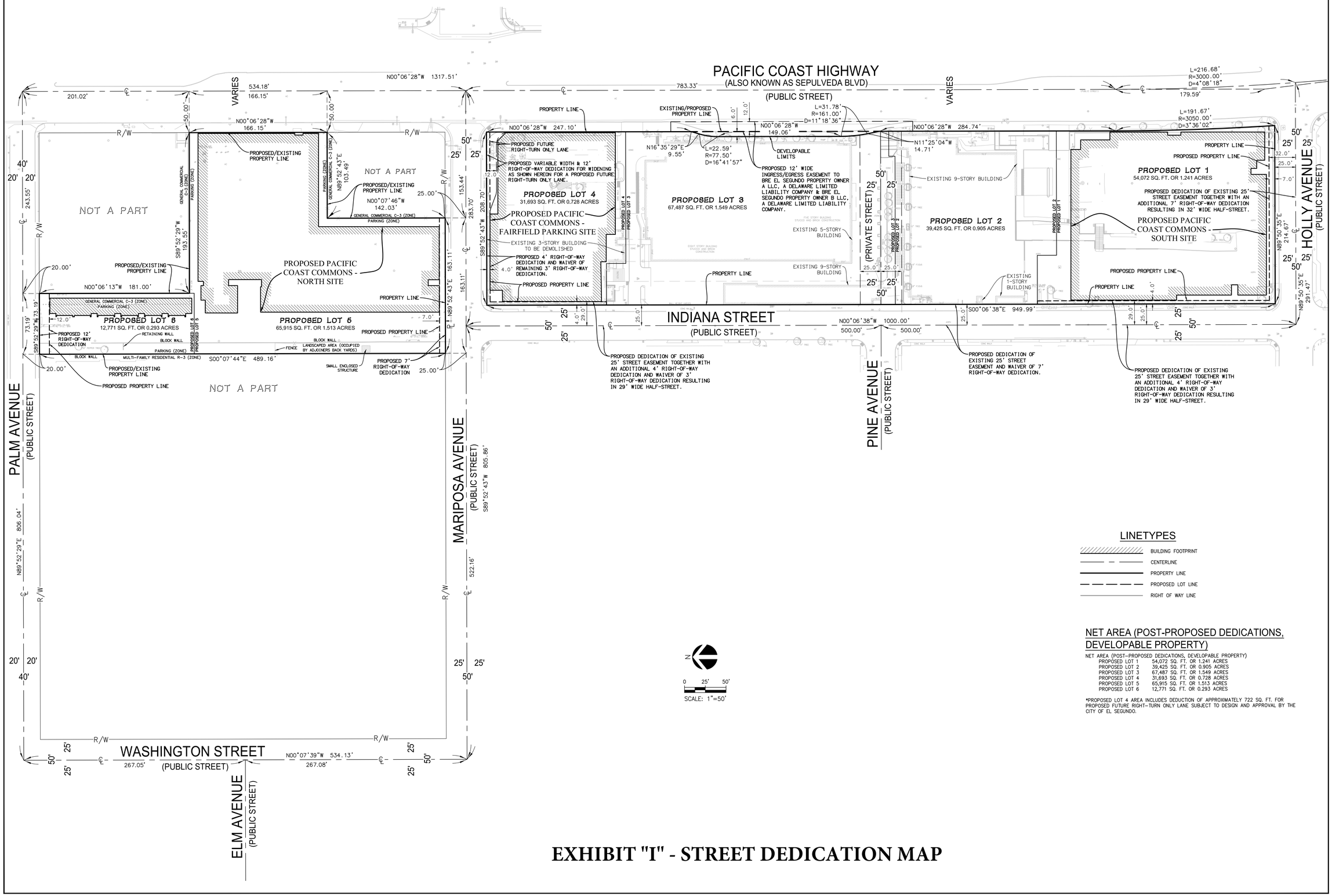
PEAK MONTH: JUNE -- PEAK PERIOD: 10 PM, WEEKDAY

Projected Parking Supply:	336 Stalls		Weekday					Weekday		
Land Use	Project Data Quantity	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj 10 PM	Peak Mo Adj June	Estimated Parking Demand
Community Shopping Center (<400 ksf)	2,056	sf GLA	2.67	1.00	1.00	2.67	/ksf GLA	0.30	0.67	1
Employee			0.66	1.00	1.00	0.66	/ksf GLA	0.40	0.80	0
Family Restaurant	3,700	sf GLA	6.67	1.00	1.00	6.67	/ksf GLA	0.55	0.95	13
Employee			2.00	1.00	1.00	2.00	/ksf GLA	0.65	1.00	5
Hotel-Business	246	rooms	0.44	1.00	1.00	0.44	/rooms	0.95	1.00	103
Employee			0.15	1.00	1.00	0.15	/rooms	0.80	1.00	30
Residential Demand	120	units	1.20	1.00	1.00	1.20	/unit	1.00	1.00	144
Reserved	1.38	sp/unit	1.38	1.00	1.00	1.38	/unit	1.00	1.00	165
Guest	120	units	0.33	1.00	1.00	0.33	/unit	1.00	1.00	40

ULI base data have been modified from default values.

Customer	117
Employee	35
Residential Reserved	165
Residential Guest	40
Total	357

PROPOSED STREET DEDICATION PLAN


PACIFIC COAST HIGHWAY
(ALSO KNOWN AS SEPULVEDA BLVD)
(PUBLIC STREET)
INDIANA STREET
(PUBLIC STREET)
HOLLY AVENUE
(PUBLIC STREET)
PALM AVENUE
(PUBLIC STREET)
MARIPOSA AVENUE
(PUBLIC STREET)
PINE AVENUE
(PUBLIC STREET)
ELM AVENUE
(PUBLIC STREET)
WASHINGTON STREET
(PUBLIC STREET)
(PRIVATE STREET)
PROPOSED LOT 1
54,072 SQ. FT. OR 1.241 ACRES
PROPOSED LOT 2
39,425 SQ. FT. OR 0.905 ACRES
PROPOSED LOT 3
67,487 SQ. FT. OR 1.549 ACRES
PROPOSED LOT 4
31,693 SQ. FT. OR 0.728 ACRES
PROPOSED LOT 5
65,915 SQ. FT. OR 1.513 ACRES
PROPOSED LOT 6
12,771 SQ. FT. OR 0.293 ACRES
PROPOSED PACIFIC COAST COMMONS - NORTH SITE
PROPOSED PACIFIC COAST COMMONS - SOUTH SITE
PROPOSED PACIFIC COAST COMMONS - FAIRFIELD PARKING SITE
NOT A PART
EXISTING 9-STORY BUILDING
EXISTING 5-STORY BUILDING
EXISTING 3-STORY BUILDING TO BE DEMOLISHED
EXISTING 1-STORY BUILDING
PROPOSED FUTURE RIGHT-TURN ONLY LANE
PROPOSED VARIABLE WIDTH & 12' RIGHT-OF-WAY DEDICATION FOR WIDENING AS SHOWN HEREON FOR A PROPOSED FUTURE RIGHT-TURN ONLY LANE.
PROPOSED 4' RIGHT-OF-WAY DEDICATION AND WAIVER OF REMAINING 3' RIGHT-OF-WAY DEDICATION.
PROPOSED 12' WIDE INGRESS/EGRESS EASEMENT TO BRE EL SEGUNDO PROPERTY OWNER A LLC, A DELAWARE LIMITED LIABILITY COMPANY & BRE EL SEGUNDO PROPERTY OWNER B LLC, A DELAWARE LIMITED LIABILITY COMPANY.
DEVELOPABLE LIMITS
PROPOSED DEDICATION OF EXISTING 25' STREET EASEMENT TOGETHER WITH AN ADDITIONAL 4' RIGHT-OF-WAY DEDICATION AND WAIVER OF 3' RIGHT-OF-WAY DEDICATION RESULTING IN 29' WIDE HALF-STREET.
PROPOSED DEDICATION OF EXISTING 25' STREET EASEMENT TOGETHER WITH AN ADDITIONAL 7' RIGHT-OF-WAY DEDICATION RESULTING IN 32' WIDE HALF-STREET.
PROPOSED DEDICATION OF EXISTING 25' STREET EASEMENT AND WAIVER OF 7' RIGHT-OF-WAY DEDICATION.
PROPOSED DEDICATION OF EXISTING 25' STREET EASEMENT TOGETHER WITH AN ADDITIONAL 4' RIGHT-OF-WAY DEDICATION AND WAIVER OF 3' RIGHT-OF-WAY DEDICATION RESULTING IN 29' WIDE HALF-STREET.
PROPOSED 12' RIGHT-OF-WAY DEDICATION
PROPOSED 7' RIGHT-OF-WAY DEDICATION
PROPOSED/EXISTING PROPERTY LINE
PROPOSED PROPERTY LINE
PROPERTY LINE
EXISTING/PROPOSED PROPERTY LINE
GENERAL COMMERCIAL C-3 (ZONE)
PARKING (ZONE)
MULTI-FAMILY RESIDENTIAL R-3 (ZONE)
BLOCK WALL
FENCE
LANDSCAPED AREA (OCCUPIED BY ADJOINERS BACK YARDS)
SMALL ENCLOSED STRUCTURE
RETAINING WALL
R/W
N00°06'28"W 1317.51'
201.02'
534.18'
166.15'
783.33'
179.59'
N00°06'28"W 166.15'
N00°06'28"W 247.10'
N00°06'28"W 149.06'
N00°06'28"W 284.74'
N00°07'46"W 142.03'
N00°06'13"W 181.00'
S00°07'44"E 489.16'
S00°06'38"E 949.99'
N00°06'38"W 1000.00'
500.00'
500.00'
L=216.68'
R=3000.00'
D=4°08'18"
L=191.67'
R=3050.00'
D=3°36'02"
L=31.78'
R=161.00'
D=11°18'36"
L=22.59'
R=77.50'
D=16°41'57"
N16°35'29"E 9.55'
N11°25'04"W 14.71'
N89°52'29"W 193.55'
N89°52'43"E 103.49'
S89°52'43"W 208.70'
S89°52'43"E 163.11'
N89°50'35"E 214.67'
N89°50'35"E 291.47'
S89°52'29"W 73.19'
N89°52'29"E 806.04'
S89°52'43"W 805.86'
S00°07'39"W 534.13'
267.05'
267.08'
522.16'
153.44'
283.70'
163.11'
73.19'
243.55'
806.04'
805.86'
489.16'
1317.51'
1000.00'
949.99'
291.47'
214.67'
208.70'
193.55'
103.49'
142.03'
181.00'
166.15'
247.10'
149.06'
284.74'
179.59'
534.13

STAFF REPORT EXHIBIT NO. 2

FINAL EIR

The Final EIR, Draft EIR, and EIR appendices for the Pacific Coast Commons Specific Plan project have been posted on the City website on the following webpage:

Active Projects | El Segundo

You may click on the link above or type the following address in your browser.

https://www.elsegundo.org/government/departments/development-services/planning-division/active-projects

Once you reach the active projects webpage, select the appropriate link under the "Pacific Coast Commons (EA 1248)" header.

4 Mitigation Monitoring and Reporting Program

California Public Resources Code Section 21081.6 requires that, upon certification of an EIR, "the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation."

This chapter contains the mitigation monitoring and reporting program (MMRP) that has been developed for the Pacific Coast Commons Specific Plan Project (Specific Plan or Project). This MMRP has been developed in compliance with Public Resources Code Section 21081.6 and Section 15097 of the CEQA Guidelines. The mitigation measures in the table are coded by alphanumeric identification consistent with the EIR. The following items are identified for each mitigation measure:

- **Mitigation Monitoring.** This section of the MMRP lists the stage of the proposed project during which the mitigation measure would be implemented and the stage during which proper implementation would be monitored and verified. It also lists the agency that is responsible for ensuring that the mitigation measure is implemented and that it is implemented properly.
- **Verification of Compliance.** This section of the MMRP provides a location for the implementing party and/or enforcing agency to make notes and to record their initials and the compliance date for each mitigation measure.

The City of El Segundo (City) must adopt this MMRP, or an equally effective program, if it approves the proposed project with the mitigation measures that were adopted or made conditions of project approval.

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring			Verification of Compliance		
	Implementation Timing	*Party Responsible for Implementation*	*Agency Responsible for Monitoring Implementation*	*Initial*	*Date*	*Comments*
Air Quality						
MM-AQ-1. To reduce the potential for criteria air pollutants, specifically particulate matter (PM), as a result of construction of the Project, the Construction Contractor's contract specifications shall require compliance with the following: Prior to the start of construction activities, the Construction Contractor shall ensure that all 75 horsepower or greater diesel-powered equipment are powered with California Air Resources Board (CARB)-certified Tier 4 Interim engines. An exemption from this requirement may be granted if equipment with Tier 4 Interim engines are not reasonably available and the required corresponding reductions in criteria air pollutant emissions can be achieved from other combinations of construction equipment, such as using equipment with Tier 4 Final engines. Before an exemption may be granted, the City's Construction Contractor shall: (1) demonstrate that at least two construction fleet owners/operators in Los Angeles County were contacted and that those owners/operators confirmed Tier 4 Interim equipment could not be located within Los Angeles County during the desired construction schedule; and (2) the proposed replacement equipment has been evaluated using CalEEMod and documentation provided to the City to confirm that Project-generated emissions do not exceed applicable localized significance thresholds (LST) for nitrogen dioxide (NO2), carbon monoxide (CO), particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM10), and particulate matter with an aerodynamic diameter less than or equal to 2.5 microns (PM2.5), and the	Prior to commencement of construction activities	Construction Contractor shall ensure that CARB-certified Tier 4 Interim engines are being utilized	City of El Segundo Development Services Department			

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring			Verification of Compliance		
	Implementation Timing	*Party Responsible for Implementation*	*Agency Responsible for Monitoring Implementation*	*Initial*	*Date*	*Comments*
SCAQMD carcinogenic (cancer) risk threshold. If these requirements cannot be met, construction activities at the Project site shall be postponed until CARB-certified Tier 4 Interim engines are available for use.						
Cultural Resources						
MM-CUL-1. Prior to commencement of construction activities for all phases of Project implementation, the Project applicant shall retain a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology, to prepare a Worker Environmental Awareness Program (WEAP). The WEAP shall be submitted to the City of El Segundo for review and approval. All construction personnel and monitors shall be presented the WEAP training prior to the start of construction activities. The WEAP shall be prepared to inform all personnel working on the proposed Project about the archaeological sensitivity of the area, to provide specific details on the kinds of archaeological materials that may be identified during construction, to explain the importance of and legal basis for the protection of significant archaeological resources, and to outline the actions to be taken in the event of a discovery of cultural resources. The WEAP shall define "tribal cultural resources" and include appropriate management requirements relating to inadvertent discovery of a potential tribal cultural resource. Each worker shall also learn the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the	Prior to commencement of construction activities for all phases of Project implementation; Upon discovery of any archaeologic resources	Project applicant; Project archaeologist for meeting attendance and preparation of a mitigation plan	City of El Segundo Development Services Department			

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring			Verification of Compliance		
	Implementation Timing	*Party Responsible for Implementation*	*Agency Responsible for Monitoring Implementation*	*Initial*	*Date*	*Comments*
immediate contact of the site supervisor and archaeological monitor.						
MM-CUL-2. If potential archaeological resources (i.e., sites, features, or artifacts) are exposed during construction activities for the proposed Project, the City shall be notified and all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology, can evaluate the significance of the find and determine whether or not additional study is warranted. The archaeologist shall be empowered to temporarily stop or redirect grading activities to allow removal of abundant or large artifacts. Depending upon the significance of the find under the California Environmental Quality Act (CEQA) (14 CCR 15064.5[f]; PRC, Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan and data recovery, may be warranted. The archaeologist shall also be required to curate any discovered specimens in a repository with permanent retrievable storage and submit a written report to the City of El Segundo for review and approval prior to occupancy of the first building on the site. Once approved, the final report shall be filed with the South-Central Coastal Information Center (SCCIC).	During construction activities; Upon discovery of any archaeologic resources	City of El Segundo Development Services Department; Project archaeologist	City of El Segundo Development Services Department			
Geology and Soils						
MM-GEO-1. Prior to commencement of any grading activity on-site, the Project applicant/Developer shall retain a qualified paleontologist per the Society of Vertebrate	Prior to grading activities	Project applicant; Project	City of El Segundo Development Services			

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring			Verification of Compliance		
	Implementation Timing	*Party Responsible for Implementation*	*Agency Responsible for Monitoring Implementation*	*Initial*	*Date*	*Comments*
Paleontology (SVP) (2010) guidelines. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the Project for review and approval by the City. The PRIMP shall be consistent with the SVP (2010) guidelines and shall outline requirements for preconstruction meeting attendance and worker environmental awareness training, where monitoring is required within the Project site below a depth of 5 feet below the existing ground surface or depth of documented artificial fill (based on construction plans and/or geotechnical reports), procedures for adequate paleontological monitoring and discoveries treatment, and paleontological methods (including sediment sampling for microvertebrate fossils), reporting, and collections management. At a minimum, the PRIMP shall require that a qualified paleontologist attend the preconstruction meeting and a qualified paleontological monitor be on-site during all rough grading and other significant ground-disturbing activities (including augering) in previously undisturbed, Pleistocene Sand Dune deposits. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the PRIMP shall require that a paleontological monitor temporarily halt and/or divert grading activity to allow recovery of paleontological resources.		paleontologist	Department			
Hazards and Hazardous Materials						
MM-HAZ-1. The Project applicant/Developer shall ensure that the demolition contractor's contract specifications incorporate abatement procedures for the removal of materials containing asbestos, lead, polychlorinated biphenyls, hazardous material, hazardous wastes, and	During demolition activities	Project applicant; Demolition contractor	City of El Segundo Development Services Department			

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring			Verification of Compliance		
	Implementation Timing	*Party Responsible for Implementation*	*Agency Responsible for Monitoring Implementation*	*Initial*	*Date*	*Comments*
universal waste items. Confirmation of adequate removal of such materials shall be provided to the City prior to the issuance of a building permit for PCC-Fairfield Parking. All abatement work shall be done in accordance with federal, state, and local regulations, including those of the U.S. Environmental Protection Agency (which regulates disposal), Occupational Safety and Health Administration, U.S. Department of Housing and Urban Development, California Occupational Safety and Health Administration (which regulates employee exposure), and the South Coast Air Quality Management District.						
MM-HAZ-2. Prior to commencement of any earthwork or construction activities at PCC-North, a Hazardous Materials Contingency Plan (HMCP) shall be developed that addresses potential impacts in soil and soil vapor associated with the 76 Station adjacent to PCC-North. The HMCP shall include training procedures for identification of contamination, and shall describe procedures for assessment, characterization, management, and disposal of hazardous constituents, materials, and wastes, and notification in accordance with all applicable state and local regulations. Contaminated soils shall be managed and disposed of in accordance with local and state regulations. The HMCP shall include health and safety measures, which may include but are not limited to periodic work breathing zone monitoring and monitoring for volatile organic compounds using a handheld organic vapor analyzer in the event impacted soils are encountered during excavation activities. The applicant or its designee shall implement the HMCP during construction activities for the proposed Project.	Prior to commencement of any earthwork or construction activities at PCC-North	Project applicant or its designee	City of El Segundo Development Services Department			

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring			Verification of Compliance		
	Implementation Timing	*Party Responsible for Implementation*	*Agency Responsible for Monitoring Implementation*	*Initial*	*Date*	*Comments*
Noise						
MM-NOI-1. Prior to issuance of a demolition or grading permit, whichever occurs first, the Project Applicant/Developer or its approved construction contractor shall develop and submit to the City of El Segundo a Construction Noise Mitigation Plan (CNMP) for review and approval. The CNMP shall include, at a minimum, the following noise reduction means and related measures: a) To protect the existing occupied residences on the west side of Indiana Street (and west of the PCC North (Phase 2) portion of the Project, between E. Mariposa Avenue and E. Palm Avenue) from excessive Project construction-related noise attributed to demolition, site preparation, grading, building construction, and paving activities during PCC-Fairfield Parking (Phase 1) and PCC-South (Phase 3), and those same five activities plus architectural coating activities during Phase 2, temporary noise barriers of sufficient height and extent along the Project's western site boundary shall be installed and shall be confirmed to achieve (depending on construction phase activity and involved equipment) at least 5 dBA and as much as 20 dBA of barrier noise insertion loss. The temporary barrier elements should resemble an outdoor-use vinyl-covered acoustical blanket comprising one or more materials that demonstrate a sound	Prior to issuance of a demolition or grading permit; During site preparation, grading, building construction, architectural coating, and/or paving activities associated with Phases 1, 2, and 3; Two (2) weeks prior to any construction phase commencement	Project applicant or approved Construction Contractor; Project acoustical consultant or noise control engineer; Project concrete saw operator and/or Construction Contractor	City of El Segundo Development Services Department			

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring			Verification of Compliance		
	Implementation Timing	*Party Responsible for Implementation*	*Agency Responsible for Monitoring Implementation*	*Initial*	*Date*	*Comments*
transmission class (STC) of 30 or better. The Project Applicant/Developer shall retain the services of a qualified acoustical consultant or noise control engineer to advise on or review the design, installation, and expected performance of such temporary barriers when used during Project construction. Anticipated locations, horizontal extents, heights, and durations of installation of the temporary sound barriers over the course of Project phased buildout shall be part of the CNMP submitted to the City for review. b) Operation of a concrete saw during the demolition phase shall include some form of proximate and portable solid-walled partial enclosure, acoustical-blanket tent, or comparably-performing shroud that can reliably deliver 10 dBA of noise reduction—separate from the temporary barrier insertion loss need described in MM-NOI-1(a) above. Alternately, slotted low-noise saw blades may be used to yield some or all of this noise reduction, so that operation of the concrete saw at a distance of 50 feet does not exceed 80 dBA. If this limit cannot be wholly achieved due to saw operation noise control or localized sound abatement (i.e., partial enclosure), then the balance of needed attenuation shall be provided by either the temporary noise barrier per MM-NOI-1(a) or by limiting duration of saw operation within an hour: each halving of duration should yield a 3 dB						

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring			Verification of Compliance		
	Implementation Timing	*Party Responsible for Implementation*	*Agency Responsible for Monitoring Implementation*	*Initial*	*Date*	*Comments*
reduction to the hourly noise level produced by the saw. c) Residents within 200 feet of the Project shall be informed at least two (2) weeks in advance when construction phase activities will occur. An information telephone hotline and/or website shall be established and managed to receive resident complaints, and the Applicant and its contractors shall respond to received complaints and document their investigations and any complaint resolutions in regular reports to the City Building Safety division.						
Transportation						
MM-TRA-1. Prior to the issuance of demolition or grading permits, the Project Applicant/Developer shall develop and implement a City-approved Construction Traffic Control Plan. The Plan shall be prepared in accordance with applicable City and Manual on Uniform Traffic Control Devices guidelines and shall address the potential for construction-related vehicular traffic, as well as pedestrian and bicycle circulation disruption in the public right-of-way. The Plan shall describe safe detours and shall include protocols for implementing the following, if determined necessary and feasible: temporary traffic controls (e.g., a flag person) during construction to maintain smooth traffic flow; dedicated turn lanes for movement of construction trucks and equipment on and off site; scheduling of construction activities that affect traffic flow on the arterial system to off-peak hours; consolidation of truck deliveries; and/or	Prior to the issuance of demolition or grading permits	Project Applicant	City of El Segundo Development Services Department			

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring			Verification of Compliance		
	Implementation Timing	*Party Responsible for Implementation*	*Agency Responsible for Monitoring Implementation*	*Initial*	*Date*	*Comments*
rerouting of construction trucks away from congested streets or sensitive receptors						
Tribal Cultural Resources						
MM-TCR-1. Should a potential tribal cultural resource (TCR) (as defined by PRC Section 21074) be inadvertently encountered during construction activities, consistent with the process required by MM-CUL-2, all construction work occurring within 100 feet of the find shall immediately stop and the City shall be notified of the discovery. The City shall notify Native American tribes that have been identified by the Native American Heritage Commission to be traditionally and culturally affiliated with the geographic area of the Project. Any affected tribe shall be provided a reasonable period of time to conduct a site visit and make recommendations regarding future ground disturbance activities as well as the treatment and disposition of any discovered TCRs. Depending on the nature of the potential resource and Tribal recommendations, review by a qualified archaeologist may be required. Implementation of proposed recommendations shall be made based on the determination of the City that the approach is reasonable and feasible.	In the event that a tribal cultural resource is encountered during any and all construction activities associated with any and all Project Phases	Construction Contractor; Native American Heritage Commission (NAHC) identified Native American tribes; Project archeologist	City of El Segundo Development Services Department; NAHC			

STAFF REPORT EXHIBIT NO. 4

FINDINGS OF FACT

AND

STATEMENT OF OVERRIDING CONSIDERATIONS

Pacific Coast Commons Specific Plan EIR (SCH No. 2020050508)

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NOVEMBER 2021

Printed on 30% post-consumer recycled material.

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1 Introduction

This statement of Findings of Fact (Findings) addresses the environmental effects associated with the proposed Pacific Coast Commons Specific Plan (Specific Plan or proposed Project), as described in the Draft Environmental Impact Report (EIR). These Findings are made pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code, Section 21000 et seq.), specifically California Public Resources Code, Sections 21081, 21081.5, and 21081.6, and the CEQA Guidelines (14 CCR 15000 et seq.), specifically Sections 15091 and 15093. The Draft EIR examines the full range of potential effects of construction and operation of the Project and identifies standard mitigation practices that could be employed to reduce, minimize, or avoid those potential effects.

1.1 Purpose

California Public Resources Code, Section 21081, and CEQA Guidelines Section 15091 require that the lead agency, in this case the City of El Segundo (City), prepare written findings for identified significant effects, accompanied by a brief explanation of the rationale for each finding. Specifically, CEQA Guidelines Section 15091 states, in part, that:

a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
   1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
   2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
   3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

In accordance with California Public Resource Code, Section 21081, and CEQA Guidelines Section 15093, whenever significant effects cannot be mitigated to below a level of significance, the decision-making agency is required to balance, as applicable, the benefits of the project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of a project outweigh the unavoidable adverse environmental effects, the adverse effects may be considered “acceptable.” In that case, the decision-making agency may prepare and adopt a Statement of Overriding Considerations (SOC), pursuant to the CEQA Guidelines.

Section 15093 of the CEQA Guidelines state that:

a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the Final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

The EIR identified potentially significant effects that could result from the Project. The City finds that the inclusion of certain mitigation measures as part of the approval of the Project will reduce most, but not all, of those effects to less-than-significant levels. Those impacts that are not reduced to less-than-significant levels are identified and overridden due to specific Project benefits (see Section 5, Statement of Overriding Considerations).

As required by CEQA, the City, in adopting these Findings, also adopts a Mitigation Monitoring and Reporting Program (MMRP) for the Project. The City finds that the MMRP, which is incorporated by reference and made a part of these Findings, meets the requirements of California Public Resources Code, Section 21081.6, by providing for the implementation and monitoring of measures intended to mitigate potentially significant effects of the Project.

In accordance with the CEQA Statutes and Guidelines, the City adopts these Findings for the Project. Pursuant to California Public Resources Code, Section 21082.1(c)(3), the City also finds that these Findings reflect the City's independent judgment as the lead agency for the Project.

1.1.1 Record of Proceedings

For the purposes of CEQA and the Findings herein set forth, the record of proceedings for the Project consists of those items listed in CEQA Section 21167.6(e). The record of proceedings for the City's decision on the Project consists of the following documents, at a minimum and without limitation, which are incorporated by reference and made part of the record supporting these Findings:

(a) The Notice of Preparation, Notice of Availability, and all other public notices issued by the City in conjunction with the Project

(b) The Draft EIR for the Project and all technical appendices and documents relied upon or incorporated by reference

(c) All written comments submitted by agencies, organizations, or members of the public during the public review comment period on the Draft EIR and the City's responses to those comments

(d) The Final EIR for the Project

(e) The MMRP for the Project

(f) All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the Project prepared by the City or consultants to the City with respect to the City's compliance with the requirements of CEQA and with respect to the City's action on the Project

(g) All documents submitted to the City by other public agencies or members of the public in connection with the Draft EIR

(h) Any minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the City in connection with the Project

(i) Any documentary or other evidence submitted to the City at such information sessions, public meetings, and public hearings

(j) All resolutions adopted by the City regarding the Project, and all staff reports, analyses, and summaries related to the adoption of those resolutions

(k) Matters of common knowledge to the City, including, but not limited to federal, state, and local laws and regulations

(l) Any documents expressly cited in these Findings, in addition to those cited above; and any other materials required for the record of proceedings by CEQA Section 21167.6(e)

1.1.2 Custodian and Location of Records

The documents and other materials that constitute the Record of Proceedings for the City's actions related to the Project are located at the City of El Segundo, 350 Main Street, California 90245. The City Clerk is the custodian of the Record of Proceedings for the Project.

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2 CEQA Findings of Independent Judgement

2.1 Independent Review and Analysis

Under CEQA, the lead agency must (1) independently review and analyze the EIR; (2) circulate draft documents that reflect its independent judgment; (3) as part of the certification of an EIR, find that the report or declaration reflects the independent judgment of the lead agency; and (4) submit copies of the documents to the State Clearinghouse if there is state agency involvement or if the project is of statewide, regional, or area-wide significance (California Public Resources Code, Section 21082.1[c]).

These Findings reflect the City's independent judgment. The City has exercised independent judgment in accordance with CEQA Section 21082.1(c)(3) in retaining its own environmental consultant in the preparation of the EIR, as well as reviewing, analyzing and revising material prepared by the consultant.

Having received, reviewed, and considered the information in the Final EIR, as well as any and all other information in the record, the City hereby makes findings pursuant to and in accordance with CEQA Sections 21081, 21081.5, and 21081.6.

2.2 Impacts Determined to Be Significant and Unavoidable

This section identifies the significant unavoidable impacts that require a statement of overriding considerations to be issued by the City, pursuant to Section 15093 of the CEQA Guidelines, if the Project is approved. Based on the analysis contained in the EIR, the following impacts have been determined to fall within the "significant unavoidable impacts" category:

Air Quality

- Conflict with an Applicable Air Quality Plan

2.2.1 Air Quality

2.2.1.1 Potentially Significant Impacts to Air Quality

Conflict with an Applicable Air Quality Plan

The Project site is located within the SCAB under the jurisdiction of the SCAQMD, which is the local agency responsible for administration and enforcement of air quality regulations for the area. The SCAQMD administers the AQMP for the SCAB, which is a comprehensive document outlining an air pollution control program for attaining all CAAQS and NAAQS. The most recent adopted AQMP is the 2016 AQMP (SCAQMD 2017), which the SCAQMD Governing Board adopted in March 2017 (SCAQMD 2017).

The purpose of a consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and, thus, if it would interfere with the region's ability to comply with federal and state air quality standards. The SCAQMD has established criteria for determining consistency with the currently applicable AQMP in Chapter 12, Sections 12.2 and 12.3, in the SCAQMD CEQA Air Quality Handbook. The criteria are as follows (SCAQMD 1993):

- **Consistency Criterion No. 1:** The project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards of the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2:** The project will not exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

Consistency Criterion No. 1

The proposed Project would not result in construction or operational criteria air pollutant emissions that would exceed the SCAQMD mass daily thresholds. Because it would not exceed the SCAQMD criteria air pollutant mass thresholds, the Project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, and thus, the proposed Project would not conflict with Consistency Criterion No. 1 of the SCAQMD CEQA Air Quality Handbook (SCAQMD 1993).

Consistency Criterion No. 2

The second criterion regarding the proposed Project's potential to exceed the assumptions in the AQMP is primarily assessed by determining consistency between the proposed Project's land use designations and potential to generate population growth. In general, a project would be consistent with, and would not conflict with or obstruct implementation of, the AQMP if the growth in socioeconomic factors is consistent with the underlying regional plans used to develop the AQMP (per Consistency Criterion No. 2 of the SCAQMD CEQA Air Quality Handbook). The SCAQMD primarily uses demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by SCAG for its RTP/SCS (SCAG 2016). SCAG bases its growth forecasts on general plans for cities and counties in the SCAB. The SCAQMD uses these growth forecasts for the development of the AQMP emissions inventory (SCAQMD 2017). The SCAG 2016 RTP/SCS, and associated Regional Growth Forecast, are generally consistent with the local plans; therefore, the 2016 AQMP is generally consistent with local government plans. Note that although the Connect SoCal (2020–2045 RTP/SCS) is the most recent RTP/SCS, the SCAQMD is still in the early stages of updating its AQMP (anticipated to be released in 2022). Therefore, the SCAG 2016 RTP/SCS and associated Regional Growth Forecast would be applicable in this analysis of the potential to conflict with the SCAQMD 2016 AQMP.

The Project site has a designation of General Commercial (C-3) and Parking (P). To facilitate the proposed Project, the Project applicant is requesting a General Plan Amendment to change the current land designation to Pacific Coast Commons Specific Plan (PCCSP). Although the Project site is currently inconsistent with the General Plan land use designation for the Project site, the proposed Project would be consistent with the adjacent residential and commercial land uses and would be in compliance with the Land Use Element goals and policies of the City's General Plan. Nonetheless, because the Project's proposed land use designation is not consistent with the current City's General Plan land use designation, the Project may result in population (residents) not anticipated in the SCAG 2016 RTP/SCS and therefore, the 2016 SCAQMD AQMP.

The Final SCAG 2016 RTP/SCS provides population estimates for the years 2012 and 2040. In the 2016 RTP/SCS, SCAG estimates that the County would have 10,159,000 residents in 2015 and 11,514,800 residents by 2040. Furthermore, SCAG estimated 16,700 residents in the City in 2012 and 17,300 residents by 2040. Using population and housing estimates from the California Department of Finance, the City has a household size of 2.35 persons per household (DOF 2020). Assuming a household size of 2.35 persons per household, the proposed Project's residential units would accommodate 618 individuals upon its anticipated full occupancy in 2025. Considering the population growth anticipated in the 2016 RTP/SCS of 600 individuals within the City between 2012 and 2040, the proposed Project would result in a population growth in the City that would exceed the growth assumptions in the 2016 RTP/SCS, and would thereby exceed the population growth assumptions in the AQMP.

While the proposed Project would exceed the growth assumptions in the SCAG 2016 RTP/SCS and thus, the SCAQMD 2016 AQMP population assumptions, the proposed Project would implement the guiding principles, goals and policies of SCAG's 2020-2045 RTP/SCS as they relate to livability, economic prosperity, and sustainability through the development of walkable, mixed use communities along major transportation corridors. Because the proposed Project would support SCAG's goals and strategies for growth in the region and because the proposed Project would assist the development of new housing and improves the City's job/housing balance, the proposed Project is not anticipated to result in impacts related to population growth. Although the proposed Project would provide a resident population that exceeds SCAG's projections, this growth is not considered substantial and it would further attainment of local and regional goals. In addition, the proposed Project would not result in impacts related to vehicle miles traveled (VMT).

Although the Project would exceed the population growth assumptions in the SCAG 2016 RTP/SCS, it's important to note that the Project is consistent with the City's housing strategy to direct growth in regional centers and areas near transit stations, major bus centers, and bus stops along a major bus routes. The Project is also a mixed-use development that would generate fewer vehicle trips than traditional single-use and subdivision development and would take advantage of existing infrastructure systems serving the area. Additionally, the Project would implement the majority of the proposed measures by the California Air Pollution Control Officers Association (CAPCOA) to reduce GHG emissions, which also reduce criteria pollutants, related transportation-related design features as outlined in its 2010 Quantifying Greenhouse Gas Mitigation Measures guidance document.

The Project would provide housing in a jobs-rich area and would consist of a mixed-use, transit-oriented development that would reduce the need for vehicle use for residents due to the Project site's proximity to local destinations and regional transportation opportunities. Therefore, while the Project would provide needed housing within the City and would result in development that would result in low VMT and associated mobile source emissions, because the proposed Project would not be consistent with the City's current General Plan land use designation and would result in population growth that would exceed the population growth anticipated for the City in SCAG's regional growth forecast, the proposed Project would conflict with Consistency Criterion No. 2 of the SCAQMD CEQA Air Quality Handbook.

However, it should be noted that the impact is temporary until the Project is appropriately included in the City's population estimates and eventually, the SCAQMD AQMP. Since SCAG's forecasts are based on input from individual jurisdictions in accordance with their General Plans and local development trends and these are updated regularly as part of SCAG's regional planning programs, adjustments to these projections will continue to be made by the different cities and counties and SCAG as part of the regional planning process. This established regular update process will capture changes in development trends and capacities that occur over time. If approved, the Project would be included in future City projections that would be provided to and used by SCAG and SCAQMD to update the RTP/SCS and AQMP, and the potential impact is reduced to less than significant in the future.

Nevertheless, the proposed Project would result in population growth that would exceed the population growth anticipated for the City in SCAG's regional growth forecast, and therefore conflict with Consistency Criterion No. 2 of the SCAQMD CEQA Air Quality Handbook. There is no feasible mitigation measure for population growth; therefore, this impact would be significant and unavoidable.

Cumulative Effect

Operation-Related Cumulative Impacts

The Project would result in less-than-significant long-term operational air quality impacts for all criteria pollutants. Impacts related to the proposed Project's potential to conflict with or obstruct implementation of the SCAQMD 2016 AQMP would be significant and unavoidable due to the exceedance of population projections assumed within SCAG's RTP/SCS. No feasible mitigation can be implemented for population growth.

2.2.1.2 Mitigation Measures

There is no feasible mitigation measure for population growth.

2.2.1.3 Findings per CEQA Guidelines

The City finds that there is no feasible mitigation measure to reduce the Project's air quality impact. The proposed Project would not result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or conflict with Consistency Criterion No. 1. However, implementation of the proposed Project would exceed the demographic growth forecasts in the SCAG 2016 RTP/SCS; therefore, the proposed Project would potentially conflict with the SCAQMD 2016 AQMP. Based on these considerations, impacts related to the proposed Project's potential to conflict with or obstruct implementation of the applicable air quality plan would be significant and unavoidable, as no feasible mitigation can be implemented for population growth.

Pursuant to Section 21081(a)(3) of the California Public Resources Code, as described in the Statement of Overriding Considerations, the City has determined that specific economic, legal, social, technological, or other considerations make infeasible the alternatives identified in the EIR, and the identified air quality impacts are thereby acceptable because of specific overriding considerations (see Section 5).

2.2.1.4 Facts in Support of the Findings Related to Air Quality

Considering the population growth anticipated in the 2016 RTP/SCS of 600 individuals within the City between 2012 and 2040, the proposed Project would result in a population growth that exceeds the growth assumptions in the 2016 RTP/SCS, and would thereby exceed the population growth assumptions in the AQMP. The proposed Project would therefore conflict with the applicable AQMP, which would result in a significant and unavoidable impact, as there is no feasible mitigation for population growth.

2.3 Impacts Determined to Be Less Than Significant with Mitigation

This section identifies significant adverse impacts of the Project that require findings to be made under CEQA Section 21081(a) and CEQA Guidelines Section 15091(a)(1). Based on substantial evidence, the City finds that adoption of the mitigation measures set forth in this section will reduce the identified significant impacts to less than significant levels:

Air Quality

- Expose Sensitive Receptors to Substantial Pollutant Concentrations
- Cumulative Effect

Cultural Resources

- Archaeological Resources
- Cumulative Effect

Geology and Soils

- Paleontological Resources
- Cumulative Effect

Hazards and Hazardous Materials

- Routine Transport, Use, or Disposal of Hazardous Materials/Release of Hazardous Materials and the Potential for Upset Conditions
- Reasonably Foreseeable Upset and Accident Conditions Involving the Release of Hazardous Materials
- Cortese List
- Emergency Response Plan

Noise

- Generation of Substantial Temporary or Permanent Increase in Ambient Noise Levels
- Cumulative Effect

Transportation

- Inadequate Emergency Access

Tribal Cultural Resources

- Historical Resources Register
- California Public Resource Code, Section 5024.1
- Cumulative Effect

Other impacts addressed under Air Quality, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Noise, and Transportation are addressed under Section 2.4, Impacts Determined to Be Less Than Significant.

2.3.1 Air Quality

2.3.1.1 Potentially Significant Impacts to Air Quality

Expose Sensitive Receptors to Substantial Pollutant Concentrations

Toxic Air Contaminants

Health Impacts of Toxic Air Contaminants

"Incremental cancer risk" is the net increased likelihood that a person continuously exposed to concentrations of TACs resulting from a project over a 9-, 30-, and 70-year exposure period would contract cancer based on the use of standard Office of Environmental Health Hazard Assessment (OEHHA) risk assessment methodology (OEHHA 2015). TACs that would potentially be emitted during construction activities would be DPM emitted from heavy-duty construction equipment and heavy-duty trucks. Heavy-duty construction equipment and diesel trucks are subject to CARB Airborne Toxic Control Measures to reduce DPM emissions. According to the OEHHA, HRAs should be based on a 30-year exposure duration based on typical residency period; however, such assessments should be limited to the period/duration of activities associated with a project (OEHHA 2015). The results of the HRA demonstrate that the TAC exposure from construction diesel exhaust emissions would result in an on-site cancer risk above the 10 in 1 million threshold for the proposed Project. The Chronic Hazard Index for the proposed Project would be less than 1. Therefore, TAC emissions from construction activities associated with the proposed Project may expose sensitive receptors to substantial pollutant concentrations of TACs and would result in a potentially significant impact; therefore, mitigation measure MM-AQ-1 is required. The HRA results from the mitigated scenario show cancer risks less than the 10 in 1 million threshold and chronic hazard index less than the 1.0 threshold. Impacts would be less than significant with mitigation incorporated.

Cumulative Effect

Construction-Related Cumulative Impacts

Construction of the Project is not expected to exceed the SCAQMD mass daily emission-based construction thresholds. In addition, construction of the Project would not exceed the SCAQMD's LST and would not result in impacts to potential nearby sensitive receptors. The Project's short-term construction-related TAC emissions would not result in a significant health risk and would not substantially contribute to health risk in the Project area with implementation of MM-AQ-1, which would reduce Project-related health risk on nearby sensitive receptors by substantially reducing exhaust diesel particulate matter (DPM). MM-AQ-1 would also reduce potentially significant construction-related cumulative impacts. Because of the minimal amount of Project-related emissions relative to significance thresholds, and because of compliance with SCAQMD rules, Project-generated construction emissions would not be cumulatively considerable.

2.3.1.2 Mitigation Measures

MM-AQ-1 To reduce the potential for criteria air pollutants, specifically particulate matter (PM), as a result of construction of the Project, the Construction Contractor's contract specifications shall require compliance with the following:

Prior to the start of construction activities, the Construction Contractor shall ensure that all 75 horsepower or greater diesel-powered equipment are powered with California Air Resources Board (CARB)-certified Tier 4 Interim engines. An exemption from this requirement may be granted if equipment with Tier 4 Interim engines are not reasonably available and the required corresponding reductions in criteria air pollutant emissions can be achieved from other combinations of construction equipment, such as using equipment with Tier 4 Final engines. Before an exemption may be granted, the City's Construction Contractor shall: (1) demonstrate that at least two construction fleet owners/operators in Los Angeles County were contacted and that those owners/operators confirmed Tier 4 Interim equipment could not be located within Los Angeles County during the desired construction schedule; and (2) the proposed replacement equipment has been evaluated using CalEEMod and documentation provided to the City to confirm that Project-generated emissions do not exceed applicable localized significance thresholds (LST) for nitrogen dioxide (NO_2), carbon monoxide (CO), particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM_{10}), and particulate matter with an aerodynamic diameter less than or equal to 2.5 microns ($PM_{2.5}$), and the SCAQMD carcinogenic (cancer) risk threshold. If these requirements cannot be met, construction activities at the Project site shall be postponed until CARB-certified Tier 4 Interim engines are available for use.

2.3.1.3 Findings per CEQA Guidelines

Consistent with CEQA Guidelines Section 15126.4(a)(1), a feasible measure that can minimize significant adverse impacts was developed for the potentially significant impacts described in Section 2.3.1.1. This feasible measure, MM-AQ-1, is listed in Section 2.3.1.2.

The City finds that this mitigation measure is feasible, is adopted, and will reduce the potential air quality impacts of the Project to less than significant levels. Accordingly, the City finds that, pursuant to CEQA Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project that mitigate or avoid potentially significant air quality impacts of the Project identified in the EIR.

2.3.1.4 Facts in Support of the Findings Related to Air Quality

The construction of the proposed Project would result in a potentially significant pollutant concentration of TACs prior to mitigation. With the implementation of MM-AQ-1, the emissions of DPM would be significantly reduced compared to the unmitigated scenario, impacts would be less than significant after mitigation. There would be no significant, unavoidable impacts related to air quality after implementation of this mitigation measure.

2.3.2 Cultural Resources

2.3.2.1 Potentially Significant Impacts to Cultural Resources

Archaeological Resources

The CHRIS records search identified 33 previously conducted cultural resources technical investigations within the 1-mile radius records search area. Of these, one study overlaps the Project site; however, individual sites were not identified within the current Project site as a result of this study. Additionally, the SCCIC records indicate that 12 previously recorded cultural resources exist within the surrounding 1-mile search radius. All of the resource

identified are built environment resources. No previously recorded prehistoric or historic-era archaeological resources were identified within the Project site or 1-mile records search radius. Additionally, the NAHC was contacted to request a search of its SLF, which were negative. The NAHC also suggested contacting five Native American individuals and/or tribal organizations who may have direct knowledge of cultural resources in or near the Project site.

Based on the results provided above, the potential of encountering and impacting unknown archaeological resources during Project implementation is low given the level of disturbance from the mid-twentieth century; however, it is always possible that unanticipated discoveries could be encountered during ground-disturbing activities associated with the proposed Project. If such unanticipated discoveries were encountered, impacts to encountered resources could be potentially significant. However, with implementation of Mitigation Measure (MM-) CUL-1, which includes preparation and implementation of a Worker Environmental Awareness Program (WEAP), all construction personnel will be appropriately informed of required responses to unanticipated cultural resources, should these be encountered. Additionally, MM-CUL-2, requires that all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology, can evaluate the significance of the find. Thus, potentially significant impacts to archaeological resources would be reduced to less-than-significant levels with mitigation incorporated.

Cumulative Effect

For archaeological resources, cumulative projects may require extensive excavation in culturally sensitive areas, and thus, may result in adverse effects to known or previously unknown, inadvertently discovered archaeological resources. There is the potential for accidental discovery of other archaeological resources by the proposed Project as well as by cumulative projects. Because all significant cultural resources are unique and non-renewable, all adverse effects or negative impacts contribute to a dwindling resource base. Through implementation of MM-CUL-2, which would require investigation and handling by a qualified archaeologist in the event that an unknown resource is encountered, the project-level impact to archeological resources would be reduced to less than significant.

Other individual projects occurring in the vicinity of the Project site would also be subject to the same requirements of CEQA as the proposed Project and any impacts to archaeological resources would be mitigated, as applicable. These determinations would be made on a case-by-case basis, and the effects of cumulative development on historical and archaeological resources would be mitigated to the extent feasible in accordance with CEQA and other applicable legal requirements. Therefore, impacts on archaeological resources would not be cumulatively considerable with mitigation incorporated (MM-CUL-2).

2.3.2.2 Mitigation Measures

MM-CUL-1 Prior to commencement of construction activities for all phases of Project implementation, the Project applicant shall retain a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology, to prepare a Worker Environmental Awareness Program (WEAP). The WEAP shall be submitted to the City of El Segundo for review and approval. All construction personnel and monitors shall be presented the WEAP training prior to the start of construction activities. The WEAP shall be prepared to inform all personnel working on the proposed Project about the archaeological sensitivity of the area, to provide specific details on the kinds of archaeological materials that may be identified during construction, to explain the importance of and legal basis for the protection of significant archaeological resources, and to outline the actions to be

taken in the event of a discovery of cultural resources. The WEAP shall define "tribal cultural resources" and include appropriate management requirements relating to inadvertent discovery of a potential tribal cultural resource. Each worker shall also learn the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitor.

MM-CUL-2 If potential archaeological resources (i.e., sites, features, or artifacts) are exposed during construction activities for the proposed Project, the City shall be notified and all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology, can evaluate the significance of the find and determine whether or not additional study is warranted. The archaeologist shall be empowered to temporarily stop or redirect grading activities to allow removal of abundant or large artifacts. Depending upon the significance of the find under the California Environmental Quality Act (CEQA) (14 CCR 15064.5[f]; PRC, Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan and data recovery, may be warranted. The archaeologist shall also be required to curate any discovered specimens in a repository with permanent retrievable storage and submit a written report to the City of El Segundo for review and approval prior to occupancy of the first building on the site. Once approved, the final report shall be filed with the South Central Coastal Information Center (SCCIC).

2.3.2.3 Findings per CEQA Guidelines

Consistent with CEQA Guidelines Section 15126.4(a)(1), feasible measures that can minimize significant adverse impacts were developed for the potentially significant impacts described in Section 2.3.2.1. These feasible measures, MM-CUL-1 and MM-CUL-2, are listed in Section 2.3.2.2.

The City finds that these mitigation measures are feasible, are adopted, and will reduce the potential cultural resources impacts of the Project to less than significant levels. Accordingly, the City finds that, pursuant to CEQA Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in or incorporated into the Project that will mitigate or avoid potentially significant impacts on cultural resources.

2.3.2.4 Facts in Support of the Findings Related to Cultural Resources

Implementation of MM-CUL-1 and MM-CUL-2 would reduce potentially significant impacts to archaeological resources by addressing the inadvertent discovery of archeological resources. There would be no significant, unavoidable impacts related to cultural resources after implementation of this mitigation measure.

2.3.3 Geology and Soils

2.3.3.1 Potentially Significant Impacts to Geology and Soils

Paleontological Resource

The Project site is underlain late Pleistocene Sand Dune deposits as indicated by surficial geological mapping at a 1:24,000 scale and is not anticipated to be underlain by unique geological features. The LACM did not report any paleontological localities from within the Project site, but they did report localities nearby from Pleistocene Sand Dune deposits. In addition to the LACM localities, desktop research for the Project area indicated there are additional paleontological localities from Pleistocene Sand Dune deposits close to the Project site. Given the proximity of past fossil discoveries in the surrounding area and the potential for significant vertebrate fossils below any artificial fill present within the Project site, the proposed Project is highly sensitive for supporting paleontological resources and is considered to have high paleontological sensitivity. In the event that intact paleontological resources are located on the Project site, ground-disturbing activities associated with construction of the Project, such as grading during site preparation, excavations for the subterranean parking structure, and trenching for pipelines or utilities, have the potential to destroy a unique paleontological resource or site. Without mitigation, the potential damage to paleontological resources during construction would be a potentially significant impact. However, upon implementation of Mitigation Measure (MM)-GEO-1, impacts would be reduced to below a level of significance. MM-GEO-1 requires a preparation of a Paleontological Resources Impact Mitigation Program that requires preconstruction meeting attendance and worker environmental awareness training, where monitoring is required within the Project site below a depth of 5 feet below the existing ground surface or depth of documented artificial fill (based on construction plans and/or geotechnical reports), procedures for adequate paleontological monitoring and discoveries treatment, and paleontological methods (including sediment sampling for microvertebrate fossils), reporting, and collections management. With incorporation of MM-GEO-1, impacts would be less than significant.

Cumulative Effect

Potential cumulative impacts on geology and soils would result from projects that combine to create geologic hazards, including unstable geologic conditions, or contribute substantially to erosion. The majority of impacts from geologic hazards, such as rupture of a fault line, liquefaction, landslides, expansive soils, and unstable soils, are site-specific and are therefore generally mitigated on a project-by-project basis. Each cumulative project would be required to adhere to required building engineering design per the most recent version of the CBC in order to ensure the safety of building occupants and avoid a cumulative geologic hazard. Additionally, as needed, projects would incorporate individual mitigation or geotechnical requirements for site-specific geologic hazards present on each individual cumulative project site. Similarly, MM-GEO-1 would ensure that potential impacts to paleontological resources would be less than significant and other cumulative projects that would have a potential to impact soils that are sensitive for significant fossils would also require mitigation. Therefore, a potential cumulative impact related to site-specific geologic hazards, such as seismically induced ground failure, subsidence, soil collapse, and expansive soils, as well as paleontological resources, would not occur. Therefore, the proposed Project, in combination with other cumulative projects, would not contribute to a significant cumulative impact associated with geology and soils.

2.3.3.2 Mitigation Measures

MM-GEO-1 Prior to commencement of any grading activity on-site, the Project applicant/developer shall retain a qualified paleontologist per the Society of Vertebrate Paleontology (SVP) (2010) guidelines. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the Project for review and approval by the City. The PRIMP shall be consistent with the SVP (2010) guidelines and shall outline requirements for preconstruction meeting attendance and worker environmental awareness training, where monitoring is required within the Project site below a depth of 5 feet below the existing ground surface or depth of documented artificial fill (based on construction plans and/or geotechnical reports), procedures for adequate paleontological monitoring and discoveries treatment, and paleontological methods (including sediment sampling for microvertebrate fossils), reporting, and collections management. At a minimum, the PRIMP shall require that a qualified paleontologist attend the preconstruction meeting and a qualified paleontological monitor be on-site during all rough grading and other significant ground-disturbing activities (including augering) in previously undisturbed, Pleistocene Sand Dune deposits. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the PRIMP shall require that a paleontological monitor temporarily halt and/or divert grading activity to allow recovery of paleontological resources.

2.3.3.3 Findings per CEQA Guidelines

Consistent with CEQA Guidelines Section 15126.4(a)(1), a feasible measure that can minimize significant adverse impacts was developed for the potentially significant impacts described in Section 2.3.3.1. This feasible measure, MM-GEO-1, is listed in Section 2.3.3.2.

The City finds that this mitigation measure is feasible, is adopted, and will reduce the potential paleontological resources impacts of the Project to less than significant levels. Accordingly, the City finds that, pursuant to CEQA Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project that mitigate or avoid potentially significant paleontological -related impacts of the Project identified in the EIR.

2.3.3.4 Facts in Support of the Findings Related to Geology and Soils

Potential impacts to geology and soils would be less than significant. Incorporation of MM-GEO-1 would reduce construction-related impacts to paleontological resources to a less-than-significant level. There would be no significant, unavoidable impacts related to geology and soils after implementation of these mitigation measures.

2.3.4 Hazards and Hazardous Materials

2.3.4.1 Potentially Significant Impacts to Hazards and Hazardous Materials

Routine Transport, Use, or Disposal of Hazardous Materials/Release of Hazardous Materials and the Potential for Upset Conditions

Short-Term Construction Impacts

Construction would require the use of heavy equipment and machinery. Hazardous materials would be stored in designated construction staging areas within the boundaries of the Project site and the construction contractor must ensure that they would be transported, handled, used, stored, and disposed of in accordance with all applicable federal, state, and local laws and regulations.

The Food and Beverage Building is scheduled for demolition as part of the proposed Project. Based on information provided in the Phase I ESA, ACM is present, and LBP and universal wastes are likely present in the Food and Beverage Building. Universal wastes that may be present would require collection and off-site disposal prior to demolition. Hazardous wastes, such as spent chemicals or petroleum, may also require collection and off-site disposal prior to demolition and rehabilitation. Additionally, materials that contain PCBs would require proper management prior to demolition. Should remaining hazardous materials and hazardous wastes associated with site maintenance be present, including petroleum products and cleaning supplies, these would be disturbed during the demolition process if not removed. These materials, if not properly removed, could be transported offsite with demolition debris, and therefore the proposed Project has the potential to create a significant hazard to the public or the environment through the routine transport or disposal of hazardous materials associated with demolition activities. In accordance with mitigation measure (MM-)HAZ-1, demolition must include abatement of the Food and Beverage Building of any asbestos- and lead-containing materials, PCB-containing items, universal wastes, and/or other hazardous materials. Abatement must be conducted by licensed contractors, and materials must be transported offsite for recycling and/or disposal by licensed transporters in accordance with federal, state, and local laws. Hazardous materials are also present in the hotels, including a diesel AST and various janitorial items. As these hotels are not scheduled for demolition or renovation for the proposed Project, it is not anticipated that the presence of these materials would impact construction of the proposed Project. With implementation of MM-HAZ-1, impacts associated with the routine transport of ACM, LBP, universal wastes, and hazardous materials for offsite disposal during construction would be less than significant with mitigation incorporated.

Reasonably Foreseeable Upset and Accident Conditions

Short-Term Construction Impacts

The proposed Project has the potential to expose the public and the environment to hazards associated with on-site releases of hazardous materials including ACM, LBP, PCB-containing items, universal wastes, and other hazardous materials and wastes present in the building scheduled for demolition. Management of hazardous materials and waste during pre-demolition surveys and abatement activities would be addressed by MM-HAZ-1.

Five hazardous material pipelines are located within close proximity to the Project site, three of which are located within the PCH right-of-way. Construction of the proposed Project would require excavation into existing rights-of-way to connect to existing utilities. In accordance with California Government Code 4216, notification to the Regional Notification Center is required prior to excavation work so that subsurface utilities can be located.

Excavation, grading, and offsite export of soils is anticipated for construction of the proposed Project. The adjacent 76 gasoline service station suggest that there is a potential for soil contamination associated with gas station operations in this area. Excavation of petroleum-impacted soils could cause an upset or accident condition if contaminated soils are released to the environment. Therefore, MM-HAZ-2 requires preparation of a Hazardous Materials Contingency Plan, which would include procedures to identify, handle, and dispose of potential petroleum-impacted soils related to the gas station.

With adherence to federal, state, and local laws and regulations, and implementation of MM-HAZ-1 and MM-HAZ-2, short-term construction impacts associated with potential upset and accident conditions involving the release of hazardous materials to the environment would be less than significant with mitigation incorporated.

Cortese List

Short-Term Construction Impacts

A search of the Cortese List databases was conducted, as well as other online environmental regulatory databases that provide information on hazardous material release sites in the State of California. Multiple LUST sites were identified within 0.5-mile of the Project site. These LUST sites have all received regulatory closure. However, as discussed above in Off-Site Hazardous Materials, one of these sites still has potential remaining contamination which could impact the Project site. No additional sites were identified on the Cortese List databases within 1 mile of the Project site. Additionally, 3 hazardous material release sites were identified that were not previously identified in the Phase I ESA; upon review these sites are at such a distance or gradient and/or have limited environmental contamination such that they do not likely impact the environmental condition of the Project site.

There are three sites within 0.5-mile of the Project site that have documented contamination: (1) 76 Station at 603 N Pacific Coast Highway (Sepulveda Boulevard), (2) the West Basin groundwater, and (3) a regional PCE and TCE groundwater contamination plume. Excavation and grading of PCC-North would occur adjacent to the gas station. Therefore, there is a potential for petroleum-impacted soils to be present in excavations adjacent to the gas station. A Hazardous Materials Contingency Plan would be prepared in accordance with MM-HAZ-2, which would include procedures to identify, handle, and dispose of potential petroleum-impacted soils related to the gas station. The other two listings are associated with groundwater contamination. Groundwater is not expected to be encountered during construction activities. Therefore, construction of the proposed Project in areas of potentially impacted groundwater is not anticipated to create a significant hazard to the public or the environment. With implementation of MM-HAZ-2, short-term construction related impacts associated with nearby hazardous materials sites would be less than significant with mitigation incorporated.

Impair or Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan

Short-Term Construction Impacts

PCH is a designated emergency evacuation route and runs north/south adjacent to the Project site. Construction of the proposed Project is not anticipated to impact traffic routes on PCH or other adjacent streets. However, should construction of the proposed Project require partial right-of-way closures, such as when tying into existing utilities, a traffic control plan would be submitted in accordance with MM-TRA-1. The traffic control plan would provide alternative routes for emergency evacuation and would be submitted to and approved by the City of El Segundo and/or California Department of Transportation. With implementation of MM-TRA-1, impacts would be less than significant with mitigation incorporated.

2.3.4.2 Mitigation Measures

MM-HAZ-1 The Project applicant/developer shall ensure that the demolition contractor's contract specifications incorporate abatement procedures for the removal of materials containing asbestos, lead, polychlorinated biphenyls, hazardous material, hazardous wastes, and universal waste items. Confirmation of adequate removal of such materials shall be provided to the City prior to the issuance

of a building permit for PCC-Fairfield Parking. All abatement work shall be done in accordance with federal, state, and local regulations, including those of the U.S. Environmental Protection Agency (which regulates disposal), Occupational Safety and Health Administration, U.S. Department of Housing and Urban Development, California Occupational Safety and Health Administration (which regulates employee exposure), and the South Coast Air Quality Management District.

MM-HAZ-2 Prior to commencement of any earthwork or construction activities at PCC-North, a Hazardous Materials Contingency Plan (HMCP) shall be developed that addresses potential impacts in soil and soil vapor associated with the 76 Station adjacent to PCC-North. The HMCP shall include training procedures for identification of contamination, and shall describe procedures for assessment, characterization, management, and disposal of hazardous constituents, materials, and wastes, and notification in accordance with all applicable state and local regulations. Contaminated soils shall be managed and disposed of in accordance with local and state regulations. The HMCP shall include health and safety measures, which may include but are not limited to periodic work breathing zone monitoring and monitoring for volatile organic compounds using a handheld organic vapor analyzer in the event impacted soils are encountered during excavation activities. The applicant or its designee shall implement the HMCP during construction activities for the proposed Project.

2.3.4.3 Findings per CEQA Guidelines

Consistent with CEQA Guidelines Section 15126.4(a)(1), feasible measures that can minimize significant adverse impacts were developed for the potentially significant impacts described in Section 2.3.4.1. These feasible measures, MM-HAZ-1 and MM-HAZ-2, are listed in Section 2.3.4.2.

The City finds that these mitigation measures are feasible, are adopted, and will reduce the Project's potential impacts related to hazards and hazardous materials to less than significant levels. Accordingly, the City finds that, pursuant to CEQA Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in or incorporated into the Project that will mitigate or avoid potentially significant impacts related to hazards and hazardous materials.

2.3.4.4 Facts in Support of the Findings Related to Hazards and Hazardous Materials

The abatement of hazardous materials identified on the Project site would remove the potential for exposure of the public and the environment to accidental release of hazardous materials, as required by MM-HAZ-1. Construction and demolition activities on PCC-North adjacent to the adjacent 76 Station would be completed in accordance with the Hazardous Materials Contingency Plan, as required by MM-HAZ-2, Therefore, impacts related to foreseeable upset and accident conditions involving a release of hazardous materials to the environment would be mitigated to a less-than-significant level. All other impacts would be less than significant. There would be no significant, unavoidable impacts related to hazards and hazardous materials after implementation of these mitigation measures.

2.3.5 Noise

2.3.5.1 Potentially Significant Impacts to Noise

Generation of a Substantial Temporary or Permanent Increase in Ambient Noise Levels

Construction Noise (Short-Term Impacts)

Construction noise and vibration are temporary phenomena. Construction noise and vibration levels vary from hour to hour and day to day, depending on the equipment in use, the operations performed, and the distance between the source and receptor. The estimated construction noise levels are predicted to be as high as 85 dBA hourly L_{eq} at the nearest existing residences when Project Buildout Phase 2 (PCC-North) grading activities take place. Aside from operation of an air compressor at the acoustical center of buildout Phases 1 and 3, noise from construction for all phases is anticipated to exceed the City's hourly threshold of 65 dBA L_{eq} at the existing nearest residential properties to the west. Thus, under these conditions construction noise would result in a temporary but significant noise impact at these receptors and require mitigation measures that—if designed and implemented properly by the Project applicant and its construction contractors—would need to demonstrate at least 5 dBA and as high as 20 dBA of sound abatement in order to yield Project-attributed construction noise levels that are compliant with this City standard. Typical construction "sound blankets", such as those offered by local suppliers, are capable of providing this 5 to 20 dBA range of acoustical insertion loss (i.e., the difference in measured sound level at a receiver after a sound-occluding element is placed in the direct path between the receiver and the noise source of interest). Thus, with application of MM-NOI-1, construction noise impacts at the nearest multi-family residential properties on the west side of Indiana Street and west side of Phase 2 (PCC-North) would be reduced to a less than significant level.

Cumulative Effect

Noise in Excess of Standards

Implementation of the Project and its component site-specific development, as well as unrelated development projects within its vicinity would all be subject to applicable noise standards. The Project would not contribute to cumulative exceedances of noise standards, and its incremental effect would be a less-than-significant impact with mitigation incorporated.

2.3.5.2 Mitigation Measures

MM-NOI-1 Prior to issuance of a demolition or grading permit, whichever occurs first, the Project Applicant/Developer or its approved construction contractor shall develop and submit to the City of El Segundo a Construction Noise Mitigation Plan (CNMP) for review and approval. The CNMP shall include, at a minimum, the following noise reduction means and related measures:

a. To protect the existing occupied residences on the west side of Indiana Street (and west of the PCC North (Phase 2) portion of the Project, between E. Mariposa Avenue and E. Palm Avenue) from excessive Project construction-related noise attributed to demolition, site preparation, grading, building construction, and paving activities during PCC-Fairfield Parking (Phase 1) and PCC-South (Phase 3), and those same five activities plus architectural coating activities during

Phase 2, temporary noise barriers of sufficient height and extent along the Project's western site boundary shall be installed and shall be confirmed to achieve (depending on construction phase activity and involved equipment) at least 5 dBA and as much as 20 dBA of barrier noise insertion loss. The temporary barrier elements should resemble an outdoor-use vinyl-covered acoustical blanket comprising one or more materials that demonstrate a sound transmission class (STC) of 30 or better. The Project Applicant/Developer shall retain the services of a qualified acoustical consultant or noise control engineer to advise on or review the design, installation, and expected performance of such temporary barriers when used during Project construction. Anticipated locations, horizontal extents, heights, and durations of installation of the temporary sound barriers over the course of Project phased buildout shall be part of the CNMP submitted to the City for review.

b. Operation of a concrete saw during the demolition phase shall include some form of proximate and portable solid-walled partial enclosure, acoustical-blanket tent, or comparably-performing shroud that can reliably deliver 10 dBA of noise reduction—separate from the temporary barrier insertion loss need described in MM-NOI-1(a) above. Alternately, slotted low-noise saw blades may be used to yield some or all of this noise reduction, so that operation of the concrete saw at a distance of 50 feet does not exceed 80 dBA. If this limit cannot be wholly achieved due to saw operation noise control or localized sound abatement (i.e., partial enclosure), then the balance of needed attenuation shall be provided by either the temporary noise barrier per MM-NOI-1(a) or by limiting duration of saw operation within an hour: each halving of duration should yield a 3 dB reduction to the hourly noise level produced by the saw.

c. Residents within 200 feet of the Project shall be informed at least two (2) weeks in advance when construction phase activities will occur. An information telephone hotline and/or website shall be established and managed to receive resident complaints, and the Applicant and its contractors shall respond to received complaints and document their investigations and any complaint resolutions in regular reports to the City Building Safety division.

2.3.5.3 Findings per CEQA Guidelines

Consistent with CEQA Guidelines Section 15126.4(a)(1), a feasible measure that can minimize significant adverse impacts was developed for the potentially significant impacts described in Section 2.3.5.1. This feasible measure, MM-NOI-1, is listed in Section 2.3.5.2.

The City finds that this mitigation measure is feasible, is adopted, and will reduce potential noise impacts of the Project to less than significant levels. Accordingly, the City finds that, pursuant to CEQA Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in or incorporated into the Project that will mitigate or avoid potentially significant noise impacts.

2.3.5.4 Facts in Support of the Findings Related to Noise

With implementation of MM-NOI-1 prior to and during construction of the Project, potential construction noise impacts as received at the nearest residential properties would be reduced to less-than-significant levels. There would be no significant, unavoidable impacts related to noise after implementation of this mitigation measure.

2.3.6 Transportation

2.3.6.1 Potentially Significant Impacts to Transportation

Inadequate Emergency Access.

Construction

Short-Term Site Access

Short-term adverse traffic and parking impacts could occur in the Project vicinity during construction of the Project. Additional trips generated by the truck deliveries and construction employees could affect traffic flow in the study area; construction activity could impact traffic near the Project site; and pedestrian traffic flow near the Project site could also be altered as a result of construction.

Based on the construction period trip generation analysis conducted for the proposed Project, the peak construction activity is estimated to generate fewer total daily trips and peak-hour trips than are projected for the Project once it is completed and occupied. Although the influx of equipment and materials to the Project site could create temporary adverse effects to the adjacent roadway, potential impacts associated with construction of the Project would be limited to those locations immediately adjacent to the Project site. Segments of PCH and Mariposa Avenue would have short-term impacts at locations where new curbs are installed. Temporary lane closures around the Project site may be expected. The existing hotels on the Project site would remain open during the duration of construction. Pedestrian access to the existing hotel uses on the Project site would be open, although temporary sidewalk closures around the portions of the Project site may be expected, specifically during Mariposa Avenue street improvements for approximately 1 to 2 months.

These construction activities have the potential to temporarily impact emergency vehicle access to the Project site. To ensure adequate safeguards for pedestrian, bicycle and vehicular circulation and emergency vehicle access during short-term construction activities, MM-TRA-1 is required. MM-TRA-1 requires preparation of a Construction Traffic Control Plan. With implementation of MM-TRA-1 to address pedestrian, bicycle, and vehicular circulation during construction activities, would reduce potential impacts related to emergency access to less than significant.

2.3.6.2 Mitigation Measures

MM-TRA-1 Prior to the issuance of demolition or grading permits, the Project applicant/developer shall develop and implement a City-approved Construction Traffic Control Plan. The Plan shall be prepared in accordance with applicable City and Manual on Uniform Traffic Control Devices guidelines and shall address the potential for construction-related vehicular traffic, as well as pedestrian and bicycle circulation disruption in the public right-of-way. The Plan shall describe safe detours and shall include protocols for implementing the following, if determined necessary and feasible: temporary traffic controls (e.g., a flag person) during construction to maintain smooth traffic flow; dedicated turn lanes for movement of construction trucks and equipment on and off site; scheduling of construction activities that affect traffic flow on the arterial system to off-peak hours; consolidation of truck deliveries; and/or rerouting of construction trucks away from congested streets or sensitive receptors.

2.3.6.3 Findings per CEQA Guidelines

Consistent with CEQA Guidelines Section 15126.4(a)(1), a feasible measure that can minimize significant adverse impacts was developed for the potentially significant impacts described in Section 2.3.6.1. This feasible measure, MM-TRA-1, is listed in Section 2.3.6.2.

The City finds that this mitigation measure is feasible, is adopted, and will reduce the potential transportation-related impacts of the Project to less than significant levels. Accordingly, the City finds that, pursuant to CEQA Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in or incorporated into the Project that will mitigate or avoid potentially significant impacts related to transportation.

2.3.6.4 Facts in Support of the Findings Related to Transportation

With incorporation of MM-TRA-1, potential significant impacts related to short-term access to the Project site would be reduced to less than significant. All other potential environmental impacts to Transportation would be less than significant. There would be no significant, unavoidable impacts related to transportation after implementation of this mitigation measure.

2.3.7 Tribal Cultural Resources

2.3.7.1 Potentially Significant Impacts to Tribal Cultural Resources

Register of Historical Resources and Public Resource Code Section 5024.1

Observation of the present conditions within the proposed Project site indicate that all areas have been disturbed from urban development. Neither a California Historical Resources Information System records search nor survey were able to identify any archaeological resources within the Project site. An NAHC Sacred Lands File search did not identify Native American resources within the search area, which included the proposed Project site and a surrounding 1-mile buffer. The NAHC recommended contacting five Native American individuals and/or tribal organizations who may have direct knowledge of cultural resources in or near the Project site.

- Andrew Salas, Chairperson, Gabrieleno Band of Mission Indians, Kizh Nation
- Anthony Morales, Chairperson, Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Sandonne Goad, Chairperson, Gabrielino/Tongva Nation
- Robert Dorame, Chairperson, Gabrielino Tongva Indians of California Tribal Council
- Charles Alvarez, Gabrielino-Tongva Tribe

Pursuant to California Assembly Bill (AB) 52 and Senate Bill (SB) 18, the City of El Segundo contacted the five NAHC Native American individuals and/or tribal organizations provided on May 18, 2020. The Gabrieleno Band of Mission Indians, Kizh Nation, responded on May 29, 2020, affirming the Project lies within their Ancestral Tribal Territory and requested formal consultation with the City of El Segundo. During a subsequent consultation meeting on August 13, 2020 between the Kizh Nation and City, the Kizh Nation provided information including historical maps showing the limits early Spanish-Mexican era ranchos, the distribution of early travel routes, and approximate locations of mapped Native American village locations in the region. The City received email correspondence from the Kizh Nation on August 13th and August 27th in 2020 that further provided information relating to traditional use of the

area and documented villages located in what is now known as Playa Del Rey and Redondo Beach. Recommended mitigation was additionally provided by the Kizh Nation for City review. No Tribal Cultural Resources were identified within the proposed Project site by the Kizh Nation as a result of their formal consultation with the City. The City sent a follow-up email on September 10, 2020 acknowledging receipt of information provided by the Kizh Nation and noting the provided information along with the proposed mitigation measures would be considered during preparation of the Draft EIR. No further communication was received by the Kizh Nation. The City sent an email to Kizh Nation on October 1, 2020 to state consultation is considered complete.

No known tribal cultural resources or cultural resources were identified by the tribe that have potential to be impacted by project activities. Government to government tribal consultation pursuant to SB 18 and AB 52 has not resulted in the identification of a TCR within the Project site. Given that no TCR has been identified, no resource-specific mitigation measures pertaining to known TCRs have been developed. Based on this information, the City has determined that the Project would not cause a substantial adverse change in the significance of a tribal cultural resource with cultural value to a California Native American tribe pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

MM-CUL-1 requires preparation and implementation of a Worker Environmental Awareness Program (WEAP), wherein all construction personnel must be trained to respond appropriately to inadvertent discovery of cultural resources. Additionally, MM-CUL-2, requires that all construction work occurring within 100 feet of any potential archaeological discovery shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, evaluates the significance of the find, and any potentially significant impacts to resources. In consideration of the information provided by the Gabrieleno Band of Mission Indians, Kizh Nation, measures for appropriate management requirements in the event that unknown tribal cultural resources are inadvertently encountered during Project construction-related earthwork activities are outlined in the following MM-TCR-1. MM-TCR-1 requires that if potential tribal cultural resources are discovered through earthwork activities, the City shall be notified and coordination with Native American tribes that have been identified by the NAHC to be traditionally and culturally affiliated with the geographic area of the Project must be conducted. Any affected tribe would be provided a reasonable period of time to conduct a site visit and make recommendations regarding future ground disturbance activities as well as the treatment and disposition of any discovered tribal cultural resources. With incorporation of MM-TCR-1, as well as MM-CUL-1, and MM-CUL-2, impacts to tribal cultural resources would be less than significant.

Cumulative Tribal Cultural Resources Impacts

Cumulative impacts on tribal cultural resources consider whether impacts of the proposed Project together with other related projects identified within the vicinity of the Project site, when taken as a whole, substantially diminish the number of such resources within the same or similar context or property type. There are no known tribal cultural resources on the Project site and the area is considered to be of low potential to contain unanticipated cultural or tribal cultural resources. No archaeological resources have been documented by the SCCIC within the Project site or a surrounding one-mile records search area.

Other individual projects occurring in the vicinity of the Project site would also be subject to the same requirements of CEQA as the proposed Project and any impacts to tribal cultural resources would be mitigated, as applicable. These determinations would be made on a case-by-case basis, and the effects of cumulative development on historical and archaeological resources would be mitigated to the extent feasible in accordance with CEQA and other applicable legal requirements. Therefore, impacts on archaeological resources would not be cumulatively considerable with mitigation incorporated as MM-TCR-1, MM-CUL-1, and MM-CUL-2.

2.3.7.2 Mitigation Measures

MM-TCR-1 Should a potential tribal cultural resource (TCR) (as defined by PRC Section 21074) be inadvertently encountered during construction activities, consistent with the process required by MM-CUL-2, all construction work occurring within 100 feet of the find shall immediately stop and the City shall be notified of the discovery. The City shall notify Native American tribes that have been identified by the Native American Heritage Commission to be traditionally and culturally affiliated with the geographic area of the Project. Any affected tribe shall be provided a reasonable period of time to conduct a site visit and make recommendations regarding future ground disturbance activities as well as the treatment and disposition of any discovered TCRs. Depending on the nature of the potential resource and Tribal recommendations, review by a qualified archaeologist may be required. Implementation of proposed recommendations shall be made based on the determination of the City that the approach is reasonable and feasible.

MM-CUL-1 Prior to commencement of construction activities for all phases of Project implementation, the Project applicant shall retain a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology, to prepare a Worker Environmental Awareness Program (WEAP). The WEAP shall be submitted to the City of El Segundo for review and approval. All construction personnel and monitors shall be presented the WEAP training prior to the start of construction activities. The WEAP shall be prepared to inform all personnel working on the proposed Project about the archaeological sensitivity of the area, to provide specific details on the kinds of archaeological materials that may be identified during construction, to explain the importance of and legal basis for the protection of significant archaeological resources, and to outline the actions to be taken in the event of a discovery of cultural resources. The WEAP shall define "tribal cultural resources" and include appropriate management requirements relating to inadvertent discovery of a potential tribal cultural resource. Each worker shall also learn the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitor.

MM-CUL-2 If potential archaeological resources (i.e., sites, features, or artifacts) are exposed during construction activities for the proposed Project, the City shall be notified and all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology, can evaluate the significance of the find and determine whether or not additional study is warranted. The archaeologist shall be empowered to temporarily stop or redirect grading activities to allow removal of abundant or large artifacts. Depending upon the significance of the find under the California Environmental Quality Act (CEQA) (14 CCR 15064.5[f]; PRC, Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan and data recovery, may be warranted. The archaeologist shall also be required to curate any discovered specimens in a repository with permanent retrievable storage and submit a written report to the City of El Segundo for review and approval prior to occupancy of the first building on the site. Once approved, the final report shall be filed with the South Central Coastal Information Center (SCCIC).

2.3.7.3 Findings per CEQA Guidelines

Consistent with CEQA Guidelines Section 15126.4(a)(1), feasible measures that can minimize significant adverse impacts were developed for the potentially significant impacts described in Section 2.3.7.1. These feasible measures, MM-TCR-1, as well as MM-CUL-1 and MM-CUL-2, are listed in Section 2.3.7.2.

The City finds that these mitigation measures are feasible, are adopted, and will reduce the potential tribal cultural resource impacts of the Project to less than significant levels. Accordingly, the City finds that, pursuant to CEQA Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in or incorporated into the Project that will mitigate or avoid potentially significant impacts on tribal cultural resources.

2.3.7.4 Facts in Support of the Findings Related to Tribal Cultural Resources

With the implementation of MM-TCR-1, as well as MM-CUL-1 and MM-CUL-2, would reduce potential impacts to tribal resources to less than significant levels. There would be no significant, unavoidable impacts related to tribal cultural resources after implementation of these mitigation measures.

2.4 Impacts Determined to Be Less Than Significant

Based on the analysis contained in the EIR, the following issue areas have been determined to fall within the "less than significant impact" category for all thresholds: aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use, mineral resources, population and housing, public services, recreation, transportation, utilities and service systems, and wildfire.

Other impacts under air quality, cultural resources, geology and soils, hazards and hazardous materials, noise, transportation, and tribal cultural resources not addressed below are addressed in Section 2.2 and Section 2.3.

2.4.1 Aesthetics

Scenic Vistas

The Project site is currently developed and located within a highly urbanized, relatively flat portion of the City. As such, views from the Project site and in the vicinity of the Project site are not particularly scenic. The City's General Plan does not identify any officially designated scenic vistas within City boundaries (City of El Segundo 1992). Further, the County of Los Angeles's General Plan does not identify any officially designated scenic vistas for conservation purposes (County of Los Angeles 2014). The western boundary of the City includes 0.8 miles of Pacific Ocean shoreline; however, this area is not visible from the Project site. The views from the Project site are limited to existing urban development. Scenic resources visible from the regional Project area include the elevated terrain of the Santa Monica Mountains to the north, San Gabriel Mountains to the north/northeast, the Lakes at El Segundo Golf Course to the southeast, and the coastline and beaches to the west. However, these scenic resources are not visible from the Project site due to the distance and intervening development. Although open space at Washington Park and Freedom Park provide some valued viewshed within the proximity of the Project, the intervening residential uses prevent extensive views of the Project site from these parks. As such, although the Project would result in visual changes on the Project site due to increased intensity of use, these changes would not adversely affect a

scenic vista. In summary, due to the urban, developed character of the existing viewshed, the presence and proximity of existing nine- to 20-story developments along PCH, as well as existing topography in the area, the proposed Project would not have a substantial adverse effect to existing scenic views of the Santa Monica Mountains, San Gabriel Mountains, the coastline, or beaches, and no mitigation is required.

Scenic Resource Damage within a State Scenic Highway

There are currently no designated state scenic highways or eligible state scenic highways in the City of El Segundo. The nearest eligible scenic highway, Route 1, runs from Route 187 near the City of Santa Monica (approximately 6 miles northwest of the Project site), to Route 101 near El Rio in Ventura County. The nearest officially designated state scenic highway, Route 27 near the Topanga State Park, is located approximately 13.3 miles northwest of the Project site (Caltrans 2019). Due to distance, intervening terrain, and intervening development, the proposed Project would not be visible from the eligible state scenic segment of Route 1 nor the officially designated state scenic highway segment of Route 27. As such, the proposed Project would not damage scenic resources within a state scenic highway. No impact would occur and no mitigation is required.

Regulations Governing Scenic Quality

California Public Resources Code Section 21071 defines an "urbanized area" as "(a) an incorporated city that meets either of the following criteria: (1) Has a population of at least 100,000 persons, or (2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons." The combined population of the City of El Segundo and any combination of not more than two of these adjacent cities is well over 100,000 persons.

With regards to local plans and policies, under existing conditions, the Project site is subject to the El Segundo General Plan and the ESMC. The Project would involve adoption of the proposed Specific Plan, which would establish a new regulatory framework within the Specific Plan area. Implementation of the Project would require approval of a General Plan Amendment (No. GPA 19-01) to change the Land Use Designation from "General Commercial" and "Parking" to "Pacific Coast Commons Specific Plan (PCCSP)" with an accompanying General Plan Amendment Land Use map change (No. GPA 19-01), a Zone Text Amendment (No. ZTA 19-08) to add a new ESMC §15-3-2(A)(12) "Pacific Coast Commons Specific Plan (PCCSP)", and Zone Change (No. ZC-19-01).

The proposed Specific Plan would allow for the existing Aloft Hotel and Fairfield Inn and Suites Hotel properties to be in compliance with the Specific Plan as the hotels would be consistent with the newly established development standards in the Commercial-1 (COM-1) and Commercial-2 (COM-2), respectively. The COM-1 and COM-2 designations would allow hotels and several other commercial uses that are either accessory to hotel uses or complementary uses. Additionally, there would be no additional floor area added to the hotel properties.

Upon Project approval, the Specific Plan would constitute the zoning for the Project site, and the land use and development standards identified in the Specific Plan document would supersede all zoning regulations to the extent that they would be in conflict with the sections of this Specific Plan.

It is anticipated that Project implementation would eliminate all landscaped areas, including all trees, within the development areas that contain landscaping (PCC-South and PCC-Fairfield Parking), and no changes to landscaping are anticipated at the two hotel properties. As required by ESMC Section 9-3-6 all tree removals located on public property must obtain a tree permit from the City. Permits may be granted if the proposed tree removal would occur under the direction of a certified arborist and completed by a licensed contractor, and tree removal or maintenance

must adhere to standards issued by the International Society of Arboriculture. The City may require that the permittee plant another tree in the place of the one removed or destroyed and that a particular species of tree, as determined by the city's approved street tree list, be used as a replacement (and the director will select the species of tree that may be planted).

Additionally, the Specific Plan requires preparation of a Landscape Master Plan for each sub-district of the Specific Plan area to ensure a unified appearance implementing the intent of the Design Guidelines and objectives of this Specific Plan. The Landscape Master Plan must be prepared by a licensed landscape architect and it must be submitted to the City prior to approval of the first site plan review within the Specific Plan area. Development on the Project site must include landscaping at all property perimeter areas except where buildings, driveways, pedestrian walkways, driveway visibility and corner clearance areas are located. One shade tree must be provided for every 25 feet of street frontage where landscaping is provided. One shade tree must be provided for every 25 feet along interior property lines where landscaping is provided in the PCC Mixed-Use 2 (PCC MU-2) land use district. Therefore, the removal of any trees on the Project site would be addressed through compliance with the ESMC and the Specific Plan development standards.

Although the Project would require a General Plan Amendment to allow for greater density on the Project site, as well as changes to the allowable land use mix and land use recommendations for the site, the Project would comply with all other applicable goals and policies related to aesthetics and scenic resources of the City's General Plan.

The Project site would be brought into consistency with the ESMC upon approval of the Specific Plan and would comply with other applicable provisions of the ESMC. Additionally, the proposed Project is subject to the City's Site Plan Review, which would evaluate the proposal for architectural design. Therefore, the proposed Project would be consistent with applicable regulations governing scenic quality. Impacts would be less than significant, and no mitigation is required.

Shade/Shadow Effects

The Conceptual Site Plan proposes development that does not exceed the maximum allowable development capacity for each land use district as required by the Specific Plan. As such, the maximum allowable height as defined by the Specific Plan is more conservative for its potential shade/shadow impacts. The maximum allowable height for each of the Specific Plan land use districts are listed in Section 4.1.2, Relevant Plans, Policies, and Ordinances. No development changes are proposed to PCC-COM-1 and PCC-COM-2. The development standards in the Specific Plan identify the maximum height for PCC-MU-1 (PCC-South) as 90 feet, PCC-COM-3 (PCC-Fairfield Parking) as 68 feet, and PCC-MU-2 (PCC-North) as 85 feet.

The existing residential across Indiana Street to the west, are considered shadow-sensitive uses. A shade/shadow analysis was prepared for the proposed Project to consider the potential for shadow-sensitive uses to be placed in shadow by the Project. To approximate shade and shadow conditions in the surrounding area created by implementation of the proposed Project, shadows cast by the proposed Project were simulated for the winter solstice (December 21), spring equinox (March 20), summer solstice (June 21), and fall equinox (September 23) Shadow projections from the proposed Project during spring, summer, winter, and fall.

The City does not have existing zoning or other regulations governing the effects of shade/shadow. Nonetheless, the City has utilized the City of Los Angeles thresholds of significance to determine whether the proposed Project would result in a significant to shade/shadow impacts onto adjacent residential uses. Based on the City of Los Angeles' thresholds, the proposed Project would have a shade/shadow impact if shadow-sensitive uses would be

shaded by Project-related structures for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. (Winter Solstice and Spring Equinox), or for more than four hours between the hours of 9:00 a.m. and 5:00 p.m. (Summer Solstice and Fall Equinox).

Winter Solstice

Due to the low angle of the sun, shadows cast on December 21 would be the longest in length, and therefore, represent the worst-case scenario. Shadows generated by the proposed Project at 9:00 a.m. and 10:00 a.m. would be cast to the northwest onto residential uses. As the morning progresses, shadows cast to the northwest would reduce in length and would be reoriented toward the north. For example, by 12:00 p.m. the shadows cast by the proposed Project would no longer be cast on residential uses across Indiana Street. At this time, the proposed Project would not shade any other structure outside of the Project site. At 2:00 p.m. and 3:00 p.m., shadows cast by the proposed Project would extend north onto one single-family property and would continue to move and elongate to the east onto PCH. Project-generated shadows would extend across PCH to the sidewalk near the restaurant and retail uses across PCH. After 3:00 p.m., Project-generated shadows may continue to elongate as the sun sets but would not produce shadows on nearby residential uses. Further, Project shadows would function in this manner for a limited duration (i.e., during the winter season). As such, the proposed Project would not produce shadows for more than three hours between 9:00 a.m. and 3:00 p.m. affecting adjacent uses or property during the winter and impacts would be less than significant.

Spring Equinox

The analysis prepared for Project-generated shadows represent the median shade/shadow that would result from implementation of the proposed Project. At 9:00 a.m. and 10:00 a.m. would be cast to the northwest onto residential uses. As the morning progresses, shadows cast to the northwest would reduce in length and would be reoriented toward the north. For example, by 11:00 a.m. the shadows cast by the proposed Project would no longer be cast on residential uses across Indiana Street. At 2:00 p.m. shadows would be cast onto one of the single-family driveways to the north. At 3:00 p.m. and 4:00 p.m., the shadow would no longer be cast on the same single-family property and would cast a shadow onto the driveway of another single-family resident. The Project would produce shadows that extend onto PCH beginning at 3:00 p.m. and extend west at 4:00 p.m. and slightly farther west at 5:00 p.m., no longer casting shadows on residential uses to the north and west Due to the limited duration of these shadows, the Project would not produce shadows for more than three hours between 9:00 a.m. and 3:00 p.m. affecting adjacent uses or property during the spring and impacts would be less than significant.

Summer Solstice

Shadows cast by the proposed Project during the summer would be shorter than those in the winter and would generally only cast slightly onto the residential uses to the west at 9:00 a.m. and 10:00 a.m. In the afternoon, shadows would be cast onto the sidewalk immediately adjacent to the Project site at 2:00 p.m. and onto PCH toward the existing median at 4:00 p.m. However, the adjacent residential uses to the west would only be shaded at 9:00 a.m. and 10:00 a.m. Due to the limited duration of these shadows, the Project would not produce shadows for more than four hours between 9:00 a.m. and 5:00 p.m. affecting adjacent uses or property during the summer and impacts would be less than significant.

Fall Equinox

During the fall equinox, shadows would be projected to the west at the greatest extent at 9:00 a.m. and to the east at the greatest extent at 5:00 p.m. The Project would produce a shadow at the existing residential uses across Indiana at 9:00 a.m. and 10:00 a.m. The Project would not produce shadows onto residential uses during the rest of the day. The Project would produce shadows that extend onto PCH beginning at 2:00 p.m. However, the adjacent residential uses to the west would only be shaded at 9:00 a.m. and 10:00 a.m. Due to the limited duration of these shadows, the Project would not produce shadows for more than four hours between 9:00 a.m. and 5:00 p.m. affecting adjacent uses or property during the fall and impacts would be less than significant.

Lighting and Glare

Nighttime Lighting

The Project would result in additional lighting sources and potential sources of glare on the Project site and light trespass on adjacent residential neighborhoods. Regarding lighting, lighting sources on the Project site may include surface-mounted floodlights for landscaping, linear landscape luminaries, in-ground up-lights, and pathway lights for safety and wayfinding. Outdoor lighting would be used on the exterior of the building's street level, signage, pedestrian ways, plaza courtyards, the roof-deck swimming pool at PCC-South and PCC-North, and the parking structures. Interior lights would shine through the Project's glass windows at night, causing additional illumination.

An Electronic Message Center sign as defined in ESMC Chapter 15-18 that is a wall sign is permitted by the Specific Plan up to 150 square feet, as long as the sign is within 100 feet of PCH. The Specific Plan sets forth specific requirements for neon signage. Neon signage is not permitted on any building façades facing west in the PCC Mixed-Use 1 land use district. Neon Signage is not permitted on any building façade facing west in the PCC Commercial-3 land use district. Neon signage is not permitted on the Palm Avenue street frontage or on any building facades facing west in the PCC Mixed-Use 2 land use district between Mariposa and Palm Avenues or along the Palm Avenue. Electronic signage for the proposed Project must be in conformance with the signage regulations of ESMC Chapter 15-18 except as established and approved in a Master Sign Program for each land use district in the Specific Plan.

While the new structures on the Project site would result in greater general illumination on the Project site over the existing uses. The Project would be required to comply with existing California Building Code regulations pertaining to lighting, as adopted by reference pursuant to Chapter 13-1-1 of the ESMC. The development standards in the California Building Code provide requirements to limit light and glare to the extent feasible while providing sufficient light for safety and practicality.

Further, the Specific Plan would implement design guidelines to promote and enforce the City's lighting regulations. The Specific Plan requires the submittal of photometric studies as part of any site plan review submittal, which includes parking lots, and parking structures in the Specific Plan area. The Project represents an intensification of use over existing development on the Project site and would create a new source of substantial light on the Project site. Nonetheless, the Project and Project lighting elements would comply with ESMC and Specific Plan requirements, as well as the Site Plan Review. In addition, due to the presence of comparable multi-story office development along PCH, and the general urban character of the corridor and surrounding area, the proposed

Project would not adversely affect existing nighttime views in the area due to new sources of nighttime lighting or glare. No mitigation is required.

Daytime Glare

Consistent with the California Vehicle Code, "no person shall place or maintain or display, upon or in view of any highway, any light of any color of such brilliance as to impair the vision of drivers upon the highway" and "limits to the location of light sources that may cause glare and impair the vision of drivers." Additionally, the Specific Plan would require that "the type and location of parking structure, parking area and building lighting must prevent direct glare on to adjacent residential properties". Furthermore, the Project is subject to Site Plan Review to ensure materials that could create adverse light or glare effects are not included in the design. Per the Specific Plan, lighting must be adequate throughout the Specific Plan area and shielded to minimize off-site illumination, and the 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. Therefore, the proposed Project would not create a new source of substantial daytime glare and less than significant impacts would occur. No mitigation is required.

Cumulative Aesthetics Impacts

Scenic Vistas/Scenic Quality

Due to the urban, developed character of the City and surrounding area, cumulative projects would not have a substantial adverse effect to existing scenic views of the Santa Monica Mountains, San Gabriel Mountains, the coastline, or beaches. The Project site, along with cumulative projects, are located in a highly developed urban environment. In general, visual resource impacts of the cumulative projects would be site-specific and would not be expected to combine with other projects in separate viewsheds to create a cumulative impact. However, other projects in close proximity to the Project site could cumulatively change the scenic character of the area in combination with the proposed Project. There are no identified cumulative projects within close proximity to the Project site or within the PCH view corridor. Cumulative projects would be required to comply with the development standards of the ESMC that include setbacks and height limits, and may similarly be subject to Site Plan Review.

Similar to the Project, future projects in the cumulative study area would be required to demonstrate compliance with applicable scenic quality regulations. If non-compliance with a particular regulation would result in a significant impact, mitigation would be required to reduce impacts to the extent feasible. Therefore, impacts would be less than significant and the Project would not result in a cumulatively considerable impact related to scenic vistas or conflicts with scenic quality regulations. No mitigation is required.

Shade/Shadow Effects

The extent to which a project could produce significant shade/shadow impacts is site-specific. Thus, the geographic area of potential shade/shadow impacts would be within the immediate vicinity of the Project site. There are no cumulative projects in the immediate vicinity of the Project, the closet cumulative project is the office proposed at 455 Continental Boulevard & 1995 E Grand Avenue, over 0.3-mile southwest of the Project site. Due to the distance and intervening development, this cumulative project would not combine with the proposed Project to produce shadows on nearby sensitive uses. Therefore, impacts would be less than significant and the Project would not result in a cumulatively considerable impact related to shade/shadow.

Light or Glare

The urbanized Project setting supports numerous nighttime lighting sources and contains buildings and facilities constructed of potentially reflective materials, including metal paneling and glass. The Project would have the potential to result in an incremental increase in light and glare associated with the new development. However, the California Vehicle Code requires new development to avoid glare impacts. In addition, all lighting installed on the Project site would comply with applicable guidelines included in the Specific Plan that would be comparable to ESMC regulations concerning lighting and glare. Lastly, the surrounding area is largely developed in nature and located in an urban environment. Thus, the area currently includes sources of interior and exterior lighting. Therefore, impacts would be less than significant and the Project would not result in a cumulatively considerable impact related to light and glare. No mitigation is required.

Finding

The City finds that, based upon substantial evidence in the record, the Project would have a less than significant impact on aesthetics as it relates to scenic vistas, scenic resource damage within a state scenic highway, regulations governing scenic quality, lighting and glare, and cumulative aesthetic impacts; therefore, no mitigation is required and no significant, unavoidable adverse impacts would occur.

2.4.2 Agriculture and Forestry Resources

The Project site is located in an urban area on a site that is fully developed with buildings and asphalt paving and is included in the General Commercial (C-3) and Parking (P) zones. There are no existing agriculture or forestry activities on the site. No readily available opportunities for agricultural or forestry operations exist on site or in the surrounding area. According to the California Department of Conservation's California Important Farmland Finder, most of Los Angeles County, including the City of El Segundo, is not mapped as part of the state's Farmland Mapping and Monitoring Program; thus, the Project site does not contain Prime Farmland, Unique Farmland, or Farmland of State Importance (collectively "Important Farmland") (DOC 2020), nor does it contain any parcels under a Williamson Act contract (DOC 2018). Additionally, the Project site nor the surrounding area contain forestland or timberland. Therefore, impacts associated with agricultural and forestry resources would not occur.

Finding

Appendix B of the Notice of Preparation for the Project found no potential for significant impacts to agriculture and forestry resources; therefore, agriculture and forestry resources was not addressed in the Draft EIR. No mitigation would be required and no significant, unavoidable adverse impacts would occur.

2.4.3 Air Quality

Cumulatively Considerable Net Increase of Criteria Pollutants

Construction Emissions

Construction of the proposed Project would result in the temporary addition of pollutants to the local airshed caused by on-site sources (e.g., off-road construction equipment, soil disturbance, and VOC off-gassing) and off-site sources (e.g., on-road haul trucks, vendor trucks, and worker vehicle trips).

Implementation of the proposed Project would generate air pollutant emissions from entrained dust, off-road equipment, vehicle emissions, architectural coatings, and asphalt pavement application. Entrained dust results

from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM_{10} and $PM_{2.5}$ emissions. The proposed Project would be required to comply with SCAQMD Rule 403 to control dust emissions generated during the grading activities. Internal combustion engines used by construction equipment, vendor trucks (i.e., delivery trucks), and worker vehicles would result in emissions of VOCs, NO_x, CO, PM_{10}, and $PM_{2.5}$. The application of architectural coatings, such as exterior application/interior paint and other finishes, and application of asphalt pavement would also produce VOC emissions; however, the contractor would be required to procure architectural coatings from a supplier in compliance with SCAQMD Rule 1113.

Criteria air pollutant emissions associated with temporary construction activity were quantified using CalEEMod. Daily construction emissions would not exceed the SCAQMD significance thresholds for VOC, NO_x, CO, SO_x, PM_{10}, or $PM_{2.5}$ during construction in all construction years. Construction-generated emissions would be temporary and would not represent a long-term source of criteria air pollutant emissions. As such, impacts would be less than significant.

Operational Emissions

Operation of the proposed Project would generate VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ emissions from mobile sources, including vehicle trips; area sources, including the use of consumer products, natural gas hearths, and landscape maintenance equipment; and energy sources. Pollutant emissions associated with long-term operations were quantified using CalEEMod. The combined daily area, energy, mobile, vehicle testing, and off-road emissions would not exceed the SCAQMD operational thresholds for VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$. Impacts associated with Project-generated operational criteria air pollutant emissions would be less than significant.

Air pollutant emissions associated with construction activity of future projects would be reduced through implementation of control measures required by the SCAQMD. Cumulative PM_{10} and $PM_{2.5}$ emissions would be reduced because all future projects would be subject to SCAQMD Rule 403 (Fugitive Dust), which sets forth general and specific requirements for all construction sites in the SCAQMD. The maximum daily PM_{10} and $PM_{2.5}$ emissions would not exceed the significance thresholds during proposed Project construction activities. Fugitive dust, as well as vehicle and equipment exhaust, generated during Project construction would contribute to the SCAB's nonattainment designation for PM_{10} and $PM_{2.5}$; however, this contribution would not be considered cumulatively considerable.

With regard to operational cumulative impacts associated with nonattainment pollutants, in general, the nonattainment status of regional pollutants is a result of past and present development, and the SCAQMD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are relevant in the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality. Projects that exceed the SCAQMD project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. As discussed above, the proposed Project's operational emissions would not exceed the SCAQMD significance thresholds. Accordingly, the proposed Project would not result in a cumulatively considerable contribution to the nonattainment pollutants in the SCAB. The proposed Project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants, and impacts would be less than significant during construction and operation.

Expose Sensitive Receptors to Substantial Pollutant Concentrations

Localized Significance Threshold

The closest off-site closest off-site sensitive receptors to the proposed Project are single-family and multi-family residences, immediately adjacent to the proposed Project to the west. Furthermore, the closest schools to the proposed Project are Center Street Elementary School, which is located approximately 1,600 feet to the west and El Segundo Middle School, which is located approximately 1,680 feet to the west.

An LST analysis was prepared to determine potential impacts to nearby sensitive receptors during construction of the Project. SCAQMD also recommends the evaluation of localized NO_2, CO, PM_{10}, and $PM_{2.5}$ impacts as a result of construction activities to sensitive receptors in the immediate vicinity of the Project site. Construction activities associated with the proposed Project would result in temporary sources of on-site fugitive dust and construction equipment emissions. Off-site emissions from vendor trucks, haul trucks, and worker vehicle trips are not included in the LST analysis. Construction activities would not generate emissions in excess of site-specific LSTs; therefore, site-specific impacts during construction and operation of the proposed Project would be less than significant.

Carbon Monoxide Hotspots

The SCAQMD 1993 Handbook and the 2003 AQMP were used to determine CO attainment under the CAAQS and NAAQS to calculate CO hotspots. The Draft EIR determined potential operational impacts, from future development allowed by the proposed Project, would result in less than significant impacts associated with CO hotspots.

Health Impacts of Other Criteria Air Pollutants

Construction and operation of the proposed Project would result in emissions that would not exceed the SCAQMD thresholds for any criteria air pollutants, including VOC, NO_x, CO, SO_x, PM_{10}, or $PM_{2.5}$. VOCs would be associated with motor vehicles, construction equipment, and architectural coatings; however, Project-generated VOC emissions would not result in the exceedances of the SCAQMD thresholds. Additionally, compliance with SCAQMD Rule 1113 would restrict the VOC content of coatings for construction applications. VOC and NO_x emissions associated with Project construction and operation could minimally contribute to regional O_3 concentrations and the associated health impacts. Because of the minimal contribution during construction and operation, health impacts would be considered less than significant.

Construction and operation of the proposed Project would also not exceed thresholds for PM_{10} or $PM_{2.5}$ and would not contribute to exceedances of the NAAQS and CAAQS for particulate matter or obstruct SCAB from coming into attainment for these pollutants. The proposed Project would also not result in substantial DPM emissions during construction and operation, and therefore would not result in significant health effects related to DPM exposure. Additionally, the proposed Project would be required to comply with SCAQMD Rule 403, which limits the amount of fugitive dust generated during construction. Due to the minimal contribution of particulate matter during construction and operation, health impacts would be considered less than significant.

Construction and operation of the proposed Project would not contribute to exceedances of the NAAQS and CAAQS for NO_2. Project construction would be relatively short term, and off-road construction equipment would be operating at various portions of the site and would not be concentrated in one portion of the site at any one time. In addition, existing NO_2 concentrations in the area are well below the NAAQS and CAAQS standards. Construction and operation of the proposed Project would not create substantial, localized NO_x impacts. Therefore, potential health impacts associated with NO_2 and NO_x would be less than significant.

CO tends to be a localized impact associated with congested intersections. The associated potential for CO hotspots was discussed previously and is determined to be a less than significant impact. Thus, the proposed Project's CO emissions would not contribute to significant health effects associated with this pollutant.

In summary, construction and operation of the proposed Project would not result in exceedances of the SCAQMD significance thresholds for criteria pollutants and potential health impacts associated with criteria air pollutants would be less than significant.

Other Emissions

Construction Impacts

Odors would be potentially generated from vehicles and equipment exhaust emissions during construction of the proposed Project. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment, architectural coatings, and asphalt pavement application. Such odors would disperse rapidly from the Project site and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be less than significant.

Operational Impacts

Land uses and industrial operations that typically are associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding facilities (SCAQMD 1993). The proposed Project does not propose the aforementioned odor-generating land uses during the operational phase of the proposed Project. Furthermore, the proposed Project would comply with SCAQMD Rule 402, Nuisance, which prohibits the release of odors which may cause annoyance to a considerable number of persons, as well as other SCAQMD rules related to odor generation from restaurant activities. Therefore, the potential for the proposed Project to generate an odor impact is considered less than significant.

Because the SCAQMD air quality plans are regularly updated and consider the cumulative emissions of existing and projected development, it may be concluded that a project that does not have a direct air quality impact would not have a cumulative regional air quality impact. Therefore, the Project would have a less than significant cumulative air quality impact related to long-term regional emissions of all criteria pollutants because direct impacts would be less than significant. As such, the Project potential to result in a cumulatively considerable increase of any criteria pollutant for which the Los Angeles portion of the SCAB is in nonattainment under an applicable NAAQS or CAAQS would be less than significant, including O_3, PM_{10}, and $PM_{2.5}$.

The analysis for local CO hotspot impacts is based on the SCAQMD 2003 AQMP CO analysis. The qualitative assessment that demonstrated a less than significant impact is inherently a cumulative analysis, and the cumulative impact would be less than significant. Because the Project would not include non-permitted stationary sources of TACs onsite and permitted emergency generators would only be used for maintenance and testing, it would not contribute to long-term health risk impacts in the Project area.

The Project is not anticipated to generate nuisance operational odors; therefore, the Project would result in a less than cumulatively considerable operational odor impact.

Finding

The City finds that, based upon substantial evidence in the record, the Project would have a less than significant impact on air quality as it relates to criteria pollutants, sensitive receptors, and other emissions; therefore, no mitigation is required and no significant, unavoidable adverse impacts would occur.

2.4.4 Biological Resources

Under the existing conditions, the Project site is almost entirely developed with paved surfaces and buildings. A limited amount of landscaped areas is located within the Project site and along the public rights-of-way, consisting of small areas of ornamental trees, shrubs, and turf. This vegetation is ornamental in nature, entirely surrounded by urban development, and does not form a cohesive plant community that would provide quality suitable habitat for candidate, sensitive or special status wildlife species, or would support wildlife movement. According to the City's General Plan, the native vegetative cover throughout the City has been displaced by urban structures, and the primary vegetation now consists of domesticated species, including lawn grasses, ground covers, shrubs, and trees, planted for their ornamental qualities (City of El Segundo 1992). No wetlands or other jurisdiction waters are within the Project site (USFWS 2020). Further, any development activities conducted pursuant to the Specific Plan would be required to comply with all applicable requirements set forth by the City, including the City's street tree regulations (El Segundo 2021). All development activities are subject to the requirement to protect nesting birds, in compliance with the Migratory Bird Treaty Act, which prohibits the accidental or "incidental" taking or killing of migratory birds (U.S.C. 2021). Therefore, impacts associated with biological resources would not occur.

Finding

Appendix B of the Notice of Preparation for the Project found no potential for significant impacts to biological resources; therefore, biological resources were not addressed in the Draft EIR. No mitigation would be required and no significant, unavoidable adverse impacts would occur.

2.4.5 Cultural Resources

Historical Resources

The Fairfield Inn and Suites Hotel property (525 Sepulveda Boulevard; Assessor's Parcel Number [APN] 4139-025-091) was evaluated for historical significance and integrity in consideration of NRHP, CRHR, and City of El Segundo designation criteria and integrity requirements.

NRHP/CRHR Statement of Significance

Criterion A/1: That are associated with events that have made a significant contribution to the broad patterns of our history.

Archival research indicated that at the time of construction, the Thunderbird Hotel (now Fairfield Inn and Suites Hotel) was one of the largest hotel projects in Southern California; however, this achievement was subsequently overshadowed by a suburban hotel building boom throughout the state that persisted alongside a housing and population boom in the 1950s and 1960s. The size of the Thunderbird Hotel and its status as a popular, local banquet hall and meeting center do not appear to have made a significant contribution to the history of the City of El Segundo or State of California's development. Moreover, with subsequent additions and alterations, the building

no longer adequately represents the time period in which these events took place. Therefore, the property does not appear eligible under Criterion A of the NRHP or Criterion 1 of the CRHR.

Criterion B/2: That are associated with the lives of persons significant in our past.

Archival research did not indicate that any previous property owners, employees, or long-term guests are known to be historically significant figures at the national, state, or local level. As such, this property is not known to have any historical associations with people important to the nation's or state's past. Therefore, the property does not appear eligible for the NRHP under Criterion B or CRHR under Criterion 2.

Criterion C/3: That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

The Fairfield Inn and Suites Hotel was constructed in 1959 and received two major additions in 1961 and 1979. The original 1959 hotel volume, 1959 conference room and restaurant wing, and 1961 addition at the time of these construction were excellent examples of the highly artistic Mid-Century Modern-style buildings designed by local Southern California-practicing architects Raymond Stockdale and Maxwell Starkham & Associates. The now-lost character-defining features would have been the curtain wall construction, colored spandrel paneling, cantilevered porches, rectangular and boxy proportions, and decorative concrete and metal screens on the main elevation. Although neither architect could be considered a master architect, the buildings were good examples of their work. However, due to major exterior alterations in 1987, none of the original decorative elements or character-defining features of the Mid-Century Modern buildings remain. The property as a whole has been altered beyond recognition, diminishing its once high artistic value. Finally, due to extensive exterior alterations, the property may no longer be considered representative of a significant and distinguishable entity whose components lack individual distinction. For these reasons, the Fairfield Inn and Suites Hotel property at 525 N. Sepulveda Boulevard does not appear eligible for listing in the NRHP under Criterion C or CRHR under Criterion 3.

Criterion D/4: That have yielded, or may be likely to yield, information important in prehistory or history.

The property is not significant under Criterion D of the NRHP or Criterion 4 of the CRHR as a source, or likely source, of important historical information nor does it appear likely to yield important information about historic construction methods, materials, or technologies.

City of El Segundo Statement of Significance

The City of El Segundo's cultural resource designation criteria is based on a combination of age and NRHP/CRHR designation criteria and integrity requirements. Therefore, for all of the reasons identified in the discussion of NRHP and CRHR eligibility, the subject property does not appear eligible under any local designation criteria, either individually or as part of a district.

Integrity Discussion

The Fairfield Inn and Suites Hotel property maintains integrity of location, as it remains in its original location. The Fairfield Inn and Suites Hotel property, including all three wings have had major exterior renovations since 1987. While the buildings maintain much of their original plan and structure, key-character defining features of the Mid-Century Modern style building were removed and replaced with ordinary modern materials. Therefore, the Fairfield Inn and Suites Hotel property does not maintain integrity of design. The property does not retain integrity of setting,

as the setting in all directions has been altered into parking lots, high-rise office or hotels, or strip malls with anchoring grocery and retail stores, in the late 1980s and 1990s. The size, scale, and density of this modern setting would be unrecognizable to a person from the late 1950s or early 1960s. Similar to integrity of design, the Fairfield Inn and Suites Hotel property does not maintain integrity of materials and workmanship, due to the loss of the highly artistic concrete and metal screens and introduction of modern materials on the main and side elevations. Key original elements such as the cladding, signage, porte-cochere, decorative elements, windows, and doors have all been removed and replaced. The Fairfield Inn and Suites Hotel property does not retain integrity of feeling, as the property no longer retains the ability to express itself as a hotel building constructed in the 1950s, built in the early years of LAX's "jet-age" modernistic expansion. Finally, the property no longer retains integrity of association either with original owners Allen E. and Marc Siegal, or with the original companies: Thunderbird Hotel Corporation or Hacienda Hotels. In summary, Fairfield Inn and Suites Hotel property does not retain the requisite integrity for designation, and does not rise to the level of significance required for designation at the national, state, or local levels.

Summary of Findings

No cultural resources were identified within the Project site as a result of the CHRIS records search, NAHC SLF search, extensive archival research, field survey, and property significance evaluation. The Fairfield Inn and Suites Hotel property located at 525 Sepulveda Boulevard (APN 4139-025-091) does not appear eligible for NRHP, CRHR, or City designation due to a lack of significant historical associations, architectural merit, and physical integrity. Therefore, this property is not considered an historical resource for the purposes of CEQA. Further, no potential indirect impacts to historical resources were identified. The Project would not cause a substantial adverse change in the significance of a historical resource, or otherwise result in a direct impact to a historical resource. No other adjacent resources were identified as a result of the records search or survey that could be indirectly impacted by the proposed Project. Therefore, the Project would have a less than significant impact on historical resources. No mitigation is required.

Disturbance of Human Remains

No prehistoric or historic burials were identified within the Project site as a result of the records searches. Additionally, the Project site is located within an urbanized area that has been subject to disturbance in the past as a result multiple construction projects and development. Moreover, the Project is not part of a dedicated cemetery and as such, the likelihood of disturbing human remains is low. In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the Los Angeles County Coroner shall be notified within 24 hours of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined, within 2 working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are, or are believed to be, Native American, they shall notify the NAHC in Sacramento within 24 hours. In accordance with California PRC Section 5097.98, the NAHC must immediately notify those persons it believes to be the most likely descended from the deceased Native American. The most likely descendant shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains. Therefore, compliance with applicable state regulations related to the potential disturbance of human remains would be adequate to address any potential impacts, and no mitigation is required.

Cumulative Effect

The CHRIS record search identified twelve previously identified historic built environment resources within a 1-mile record search radius and no cultural resources immediately adjacent to the Project site. Only one of these, Hangar One at 5701 West Imperial Highway (P-19-174101), has been previously listed in the NRHP, and none of the Project addresses listed appear to be close enough in location to affect this historical resource. All other resources have been determined ineligible and are not considered historic resources for the purposes of CEQA. The proposed Project was determined to have less than significant direct and indirect impacts on historic resources. Therefore, the proposed Project would not result in any cumulatively considerable impacts to historic resources.

The proposed Project was determined to have less-than-significant direct impacts on human remains. Existing regulations are adequate to address the potential for impacts due to the inadvertent discovery of human remains on the Project site. Other individual projects occurring in the vicinity of the Project site would also be subject to the same state requirements to contact appropriate agencies and coordinate with the County Coroner. Therefore, the proposed Project would not result in any cumulatively considerable impacts related to human remains.

Finding

The City finds that, based upon substantial evidence in the record, the Project would have a less than significant impact on cultural resources as it relates to historical resources and disturbance of human remains, therefore, no mitigation is required and no significant, unavoidable adverse impacts would occur.

2.4.6 Energy

Wasteful, Inefficient, or Unnecessary Consumption of Energy

Electricity

Construction

Temporary electric power for lighting, heating/cooling, and electronic equipment, such as computers inside temporary construction trailers, as well as lighting for construction activities, would be required during short-term construction activities. The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption. All sources of electricity would be from existing power lines that serve the site and no new infrastructure would be required. There is nothing unusual about the proposed Project that would result in a wasteful, inefficient, and unnecessary use of electrical energy. The electricity used for construction activities would be temporary and would have a negligible contribution to the proposed Project's overall energy consumption. Impacts to electricity during construction would be less than significant, and no mitigation is required.

Operations

The operational phase would require electricity for multiple purposes including building heating and cooling, lighting, appliances, electronics, and water and wastewater conveyance. It was assumed that multi-family residential savings are 2% of electricity from the 2016 standards. For non-residential buildings, the savings are 10.7% of electricity.

Buildout of the proposed Project is estimated to have a total electrical demand of 3,143,911 kWh per year (or 3 million kWh per year) for proposed Project usage. The proposed Project's electrical consumption would be a small percentage (0.005%) of the County's annual use. SCE forecasts that its total energy consumption in 2024 (the Project buildout year) will be approximately 120,000 gigawatt hours of electricity (CEC 2018b). Based on the Project's estimated electrical consumption of 3,143,911 kWh/year, the Project would account for approximately 0.0026% of SCE's total projected consumption during 2024 for the Project's buildout year.

In addition, the proposed Project would be built in accordance with the current Building Energy Efficiency Standards (Title 24) at the time of construction, which include robust requirements for energy efficiency. Also, the provisions of the CALGreen code apply to the planning, design, operation, construction, use and occupancy of every newly constructed building or structure. In mixed occupancy buildings, such as the proposed Project, each portion of a building must comply with the specific green building measures applicable to each specific occupancy. Therefore, due to the inherent increase in efficiency of building code regulations, the proposed Project would not result in a wasteful, inefficient, or unnecessary use of energy. Impacts related to operational electricity use would be less than significant.

Natural Gas

Construction

Natural gas is not anticipated to be required during construction of the proposed Project. Any minor amounts of natural gas that may be consumed as a result of proposed Project construction would be substantially less than that required for proposed Project's operation and would have a negligible contribution to the proposed Project's overall energy consumption.

Operations

Natural gas consumption during proposed Project operation would be required for various purposes, including building heating and cooling. Buildout of the proposed Project would consume approximately 3,898,778 kBTU per year. SoCalGas customers annual natural gas consumption is estimated to be 7,876 million therms per year. Therefore, the proposed Project's estimated natural gas consumption of 3,898,778 kBTU (or 38,988 therms) per year would be a small percentage (0.0005%) of SoCalGas' annual supply to customers. The proposed Project would be required to meet Title 24 requirements applicable at that time, as required by state regulations through the plan review process. Therefore, due to the inherent increase in efficiency of building code regulations, the proposed Project would not result in a wasteful, inefficient, or unnecessary use of natural gas. Impacts related to operational natural gas use would be less than significant.

Petroleum

Construction

Petroleum would be consumed throughout construction of the proposed Project. Fuel consumed by construction equipment would be the primary energy resource expended over the course of construction, and VMT associated with the transportation of construction materials and construction worker commutes would also result in petroleum consumption. Heavy-duty construction equipment associated with construction activities, vendor trucks, and haul trucks would rely on diesel fuel. Construction workers would travel to and from the Project site throughout the duration of construction. It was assumed that construction workers would travel in gasoline-powered vehicles.

Fuel consumption from construction equipment was estimated by converting the total CO_2 emissions from each construction phase to gallons using conversion factors for CO_2 to gallons of gasoline or diesel. The conversion factor for gasoline is 8.78 kilograms per metric ton CO_2 per gallon, and the conversion factor for diesel is 10.21 kilograms per metric ton CO_2 per gallon (The Climate Registry 2020).

The proposed Project is estimated to consume approximately 202,913 gallons of petroleum during the construction phase. The total expected petroleum use from the proposed Project's construction represents approximately 0.0003% of California's consumption of petroleum over the construction duration. In accordance CARB's Airborne Toxics Control Measure, the proposed Project would be required to restrict heavy-duty diesel vehicle idling time to 5 minutes, which would reduce petroleum usage. Overall, because petroleum use during construction would be temporary, and would not be wasteful or inefficient, impacts would be less than significant.

Operations

The fuel consumption resulting from the proposed Project's operational phase would be attributable to various vehicles associated with each land use. Petroleum fuel consumption associated with motor vehicles traveling within the City during operation is a function of VMT. Mobile sources from buildout of the proposed Project would result in approximately 199,110 gallons of petroleum fuel usage per year. The proposed Project would consume (at buildout), approximately 0.005% of the gasoline and 0.062% of the diesel sold within the County (in 2017). The SCAG region has household 15.3 VMT per capita and the City of El Segundo has a household 14.2 VMT per capita. The proposed Project is estimated to generate an average daily household VMT per resident of 10.9 miles, which is more than 15% less than the City's VMT. Therefore, the Project would not result in a significant transportation impact related to VMT. Over the lifetime of the proposed Project, the fuel efficiency of vehicles is expected to increase. As such, the amount of petroleum consumed as a result of vehicular trips to and from the Project site during operation would decrease over time. Operation of the proposed Project is expected to use decreasing amounts of petroleum over time due to advances in vehicle fuel economy standards.

Conflict or Obstruct Plan for Renewable Energy

The proposed Project would comply with all applicable regulatory requirements for the design of new buildings. Title 24 of the California Code of Regulations contains energy efficiency standards for residential and nonresidential buildings based on a state mandate to reduce California's energy demand.

Additionally, the proposed Project would receive electricity from SCE, which has the mandate to comply with SB 100. This policy requires that eligible renewable energy resources and zero-carbon resources supply 100% of the retail sales of electricity to California by 2045, and that the zero-carbon electricity resources do not increase the carbon emissions elsewhere in the western grid and that the achievement not be achieved through resource shuffling. Thus, the proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency; therefore, impacts during construction and operation of the proposed Project would be less than significant.

Cumulative Energy Impact

Buildout of the Project, related projects, and additional forecasted growth in SCE's service area and SoCalGas' service area would cumulatively increase the demand for electricity and natural gas supplies and infrastructure capacity. Although Project development would result in the use of renewable and non-renewable resources during construction and operation, which could limit future availability of non-renewable energy sources, the use of such

resources would be on a relatively small scale, would be reduced by measures making the Project more energy-efficient, and would be consistent with growth expectations for the service areas. Furthermore, as with the Project, during construction and operation, other future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and state energy standards under Title 24, and incorporate mitigation measures, as necessary.

As with the proposed Project, other future development projects would be expected to reduce VMT by encouraging the use of alternative modes of transportation and other design features that promote VMT reductions. Furthermore, as described above, the Project would be consistent with the energy efficiency policies emphasized by the 2020 RTP/SCS. Since the Project is consistent with the Connect SoCal (2020 RTP/SCS), its contribution to cumulative impacts related to wasteful, inefficient, and unnecessary use of transportation fuel would not be cumulatively considerable and, thus, would be less than significant.

As such, the Project's contribution to cumulative impacts related to wasteful, inefficient and unnecessary use of electricity would not be cumulatively considerable and, thus, would be less than significant.

Finding

The City finds that, based upon substantial evidence in the record, the Project would have a less than significant impact on energy as it relates to consumption of energy, conflict or obstruction of a plan for renewable energy, and cumulative impacts to energy, therefore, no mitigation is required and no significant, unavoidable adverse impacts would occur.

2.4.7 Geology and Soils

Expose People or Structures to Fault Rupture

The Project site is not located within an Alquist-Priolo Earthquake Fault Zone (CGS 2020). According to the Geotechnical Evaluation, the closest such zone is located along the Newport-Inglewood Fault, located approximately 3.6 miles to the east/northeast of the Project site (Appendix E-1). In addition, as shown in Figure 4.5-1, no known faults traverse the Project site. Furthermore, the Project site would not directly or indirectly cause or exacerbate existing fault rupture risks from the construction of new buildings and associated infrastructure on the Project site. As a result, no impact related to surface rupture of a known earthquake fault would occur.

Expose People or Structures to Strong Seismic Ground Shaking

The Project site is located in the seismically active region of Southern California. The Newport-Inglewood Fault has been mapped in the vicinity of the Project site. This fault, as well as numerous other regional faults (e.g., Palos Verde Fault, Puente Hills Thrust Fault, Santa Monica Fault, Verdugo Fault, Raymond Fault, Whittier Fault, Sierra Madre, San Fernando, and San Andreas Fault), are capable of producing moderate to large earthquakes that could affect the City, including the Project site. The severity of ground shaking would depend on the magnitude of the earthquake, the distance to the Project site, and on-site geologic conditions. Ground shaking could lead to damage to structures and infrastructure, personal injury and death, utility service disruption, fire, explosion, and hazardous material spills.

The soils underlying the Project site fall within the characteristics of Class D (i.e., "Stiff Soil" profile), as defined in Chapter 20 of the American Society of Civil Engineers (ASCE) 7-10. This information was used to calculate the

ground motions on the Project site, using the U.S. Geological Survey U.S. Seismic Design Maps tool (Appendix E-1). According to the Geotechnical Evaluation, the site has potential ground acceleration of 0.598. The Geotechnical Evaluation (Appendix E-1) provides the seismic parameters to be used in the structural design of the Project, based on the typical site materials encountered during subsurface exploration at nearby sites and are provides for preliminary design and estimating purposes. These parameters include the mapped spectral acceleration at short periods; the mapped spectral acceleration at a one-second period; the maximum considered earthquake spectral response for short periods; the maximum considered earthquake spectral response at a one-second period; the design spectral response acceleration for short periods; and the design spectral response acceleration at a one-second period. The Geotechnical Evaluation recommends these parameters be verified by a site-specific geotechnical investigation, in accordance with the requirements set forth in Section J104.2.3, Engineered Grading Requirements, of the ESMC. Furthermore, the Project geotechnical consultant would provide final design parameters following observation and testing of site materials during grading. Depending on actual materials encountered during site grading and actual foundation loads, the design parameters presented in the Geotechnical Evaluation may require modification (Appendix E-1). Per Section J104.2.3, Engineered Grading Requirements, of the ESMC, recommendations in the geotechnical engineering report and the engineering geology report shall be incorporated into the grading plans or specifications.

Project construction would be completed in accordance with the CBC. As with all development within the City of El Segundo, development within the Project site would be required to comply with the seismic safety requirements of the CBC. The CBC provides procedures for earthquake resistant structural design that includes considerations for onsite soil conditions, occupancy, and the configuration of the structure, including the structural system and height. Although substantial damage to structures may be unavoidable during large earthquakes, the proposed structures would be designed to resist structural collapse and thereby provide reasonable protection from serious injury, catastrophic property damage, and loss of life.

As previously discussed, the 2019 edition of the CBC is based on the 2018 International Building Code, and all construction must be conducted in compliance with the CBC. Chapters 16 and 16A of the 2019 CBC include structural design requirements governing seismically resistant construction, including factors and coefficients used to establish seismic site class and seismic occupancy category for the soil/rock at the building location and the proposed building design. Therefore, upon Project compliance with the CBC and City policies aimed at minimizing geologic hazards, and the recommendations set forth in the site-specific geotechnical reports, the Project site would not directly or indirectly cause substantial adverse effects involving strong seismic ground shaking, and impacts would be less than significant.

Expose People or Structures to Liquefaction

As previously discussed, the depth to historic high groundwater in the Project vicinity is greater than 50 feet below the ground surface; therefore, the potential for liquefaction to occur beneath the Project site is considered to be very low. Furthermore, as shown in Figure 4.5-2, the site is not located within a mapped California Geologic Survey liquefaction hazard zone (Appendix E-1; CGS 2020). As such, seismic-related ground failure due to liquefaction would not be expected to occur on the Project site. The potential for collapsible soils is discussed under Threshold 4.5c below, and impacts would be less than significant.

Expose People or Structures to Landslides

As previously discussed, the Project site is not located within an earthquake-induced landslide zone. Because the Project site is not located within an area identified by the CGS as having potential for seismic slope instability,

geologic hazards associated with landsliding are not anticipated at the site (Appendix E-1). Additionally, the Project would not exacerbate the potential for on- or off-site landslides. As such, implementation of the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. Impacts would be less than significant.

Soil Erosion or Loss of Topsoil

Construction

Project construction would entail demolition and grading of portions of the Project site, followed by construction of the proposed structures. Construction activities would include site preparation, grading/earthwork, building construction, paving, and architectural coating. PCC-South includes excavations required for the subterranean parking structure. As discussed under Threshold 4.5c below, the Project site has the potential for collapsible soils and would require removal and recompaction of artificial fill soils and the upper 2 to 3 feet of the Dune Sand deposits. As recommended in the Geotechnical Evaluation, the undocumented fills underlying the Project site would be removed and replaced with compacted fill (Appendix E-1). These construction activities could result in temporary, short-term impacts related to a potential for erosion and loss of topsoil during the development of the Project site.

As previously discussed, Section J104.2.3 of the ESMC requires that all grading plans and permits must comply with the provisions of this section for NPDES compliance and that BMPs must be installed before grading begins to prevent erosion and related pollutants from discharging from the site. No grading permit would be issued unless the plans for such work include a SWPPP with details of BMPs, including desilting basins or other temporary drainage or control measures, or both, as may be necessary to control structures-related pollutants which originate from the site as a result of structures related activities. In addition to the SWPPP, a Wet-Weather Erosion-Control Plan may be required (depending on the season of construction), which includes specific BMPs to minimize the transport of sediment and protect public and private property from the effects of erosion. The required SWPPP would establish erosion and sediment control BMPs for construction activities. Typical examples of erosion-related construction BMPs include the following:

- Silt fences and/or fiber rolls installed along with the limits of work and/or the Project construction site
- Stockpile containment and exposed soil stabilization structures (e.g., Visqueen plastic sheeting, fiber rolls, gravel bags and/or hydroseed)
- Runoff control devices (e.g., fiber rolls, gravel bag barriers/chevrons, etc.) used during construction phases conducted during the rainy season
- Wind erosion (dust) controls
- Tracking controls at the site entrance, including regular street sweeping and tire washes for equipment
- Regular inspections and maintenance of BMPs

These BMPs would be refined and/or added to as necessary by a qualified SWPPP professional to meet the performance standards in the Construction General Permit. Compliance with the Construction General Permit would ensure that soil erosion would be minimized.

Although the Project would require excavation of soils related to construction of the subterranean parking structure and related to removal and recompaction of collapsible soils, this would not result in a substantial loss of topsoil. The Project site is currently developed and paved and does not contain available topsoil, with the exception of minimal landscaped areas adjacent to surface parking lots and buildings. The Project site is not used, and is not zoned for, agricultural uses or other activities that require the use of topsoil. Therefore, potential impacts associated with soil erosion and/or loss of topsoil would be less than significant.

Operations

Long-term operation of the Project would not result in substantial soil erosion or loss of topsoil as the majority of the Project site would be covered by the structures and paving, while the remaining portions of the site would be covered with irrigated landscaping. No exposed areas subject to erosion would be created or affected by the Project. In addition, the majority of the area surrounding the Project site is completely developed and would not be susceptible to indirect erosional processes (e.g., uncontrolled runoff) caused by the Project. With the implementation of applicable construction BMPs, impacts related to erosion or loss of topsoil would be less than significant.

Located on or Would Cause Unstable Soil

Landslides

As previously discussed, topographic relief across the site is from approximately 19 feet directed to the southwest toward Indiana Street and East Holly Avenue for PCC-South and PCC-Fairfield Parking, and approximately 11 feet directed toward the east toward PCH and south toward Mariposa Avenue for PCC-North (Appendix E-1). Additionally, the Project site is not within an area identified as having a potential for seismic slope instability. Because the Project site is not located within an area identified by the CGS as having potential for seismic slope instability, geologic hazards associated with landsliding are not anticipated at the site (Appendix E-1). No impacts would occur.

Liquefaction/Lateral Spreading

Potential impacts concerning liquefaction are evaluated under Threshold a(iii) above. Lateral spreading is the finite, lateral movement of gently sloping, saturated soil deposits caused by earthquake-induced liquefaction. Impacts associated with lateral spreading would be similar to those associated with liquefaction and would therefore be less than significant.

Subsidence

According to the Geotechnical Evaluation, once existing artificial fill and the upper 2 to 3 feet of the Dune Sands are removed, they are anticipated to be suitable for reuse as compacted fill (Appendix E-1). Volumetric changes in earth quantities would occur when excavated onsite soil materials are replaced as properly compacted fill. The Geotechnical Evaluation the existing artificial fills and upper collapsible Dune Sand deposits would shrink approximately 10% to 20%. The reprocessing of removed soils are anticipated to result in negligible subsidence; however, the ultimate earthwork quantities based on actual shrinkage and subsidence that occurs during the grading process would be determined in accordance with the requirements set forth in Section J104.2.3 of the ESMC.

In accordance with the CBC Section 1804A, the compacted fill shall comply with the provisions of an approved geotechnical report, which is required by the CBC and the ESMC. The proposed Project would be required to meet

the most recent building safety criteria and construction design recommendations of the site-specific final geotechnical reports that would be prepared for the construction of Project buildings, including removal of existing artificial fills. As such, impacts related to subsidence would be less than significant.

Collapsible Soils

The Geotechnical Evaluation indicated that artificial fill soils in the upper 2 to 3 feet of the Dune Sand deposits exhibit collapsible potential upon wetting. If such materials are left in the current condition, excessive settlement of structures and site improvements could result due to the weight of new foundations and the introduction of water from rain or irrigation. Excessive settlement from such materials would be adequately addressed if they are removed and recompacted, as recommended by the Geotechnical Evaluation. Materials anticipated to exhibit this condition consist of the artificial fill soils and upper 2 to 3 feet of the Dune Sand deposits. Soils below the collapsible soil zone are anticipated to exhibit low compressibility characteristics in their current state (Appendix E-1).

The Geotechnical Evaluation concluded that that total settlement of foundations would be less than about 1 inch and bearing pressure is limited to about 4,500 to 5,000 pounds per square foot. Associated differential settlement should be less than 0.5 inches over 30 feet. Such settlement is anticipated to be tolerable for Project site development. The Geotechnical Evaluation recommends that the existing artificial fill be removed and recompacted at depths of about 3 to 6 feet (Appendix E-1).

Design-level geotechnical investigations are required in accordance with existing regulations. The proposed Project must be designed and constructed in accordance with Section J104.2.3, Engineered Grading Requirements, of the ESMC. All new building construction, alteration, or rehabilitation must comply with all applicable building and seismic codes of the City. In accordance with Section 1803A of the CBC, a geotechnical investigation is required that includes soil testing, laboratory testing or engineering calculations to evaluate soil types, soil expansion, depth of groundwater, deep foundations, rock strata, excavation, compacted fill, soil strength, seismic design criteria and other soil characteristics that need to be considered in the structural design and construction of buildings and infrastructure. Geotechnical investigations must be prepared by registered professionals (i.e., California Registered Civil Engineer or Certified Engineering Geologist). Recommendations from geotechnical investigations must be incorporated into the design and construction of the Project, as reviewed and approved by the City's Department of Planning and Building Safety. As such, impacts related to collapsible soils would be less than significant.

In summary, upon Project compliance with the CBC and City policies aimed at minimizing geologic hazards, and the recommendations set forth in the site-specific geotechnical reports, the Project site would not directly or indirectly exacerbate existing conditions related to on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse, and impacts would be less than significant.

Located on Expansive Soil

As previously discussed, based on soil testing at the site, the near surface soils have a very low to low expansion potential. According to the Geotechnical Evaluation, testing for soil expansion would be required subsequent to rough grading and prior to construction of foundations and other concrete work to confirm these conditions (Appendix E-1). Expansive soils can undergo volume changes when they become wetted or dried, which could affect overlying structures. Given the expansion potential anticipated at the site, only nominal steps will be needed to mitigate adverse effects such as minor steel reinforcing of foundations and slabs, and moisture preparation and jointing details for flatwork. Typical mitigation measures described in Chapter 18 of the CBC to alleviate expansive soils include the following:

- Excavation of expansive soils until such a depth that competent material is encountered
- Installation of foundations designed to resist forces exerted on the foundation due by expansive soils
- Stabilization of the soils by chemical, dewatering, pre-saturation, or equivalent techniques

Such requirements would be set forth in the subsequent design-level geotechnical investigations prepared in accordance with Section J104.2.3, Engineered Grading Requirements, of the ESMC and the CBC. Potential impacts associated with expansive soils would be less than significant.

Soils Incapable of Supporting Septic Tanks

The Project site is currently served by sewer infrastructure, and any new development would require sewer connections. The Project site is located in an urbanized area that is currently connected to sewer lines. No septic tanks or alternative wastewater disposal is proposed; therefore, implementation of the Project would result in no impact.

Finding

The City finds that, based upon substantial evidence in the record, the Project would have a less than significant impact on fault rupture, strong seismic ground shaking, liquefaction, landslides, erosion, unstable soil, expansive soil, and septic tanks; therefore, no mitigation is required and no significant, unavoidable adverse impacts would occur.

2.4.8 Greenhouse Gas Emissions

Greenhouse Gas Emissions

Construction Emissions

Construction of the proposed Project would result in GHG emissions, which are primarily associated with use of off-road construction equipment, on-road vendor trucks, and worker vehicles. The total construction GHG emissions were calculated, amortized over 30 years, and added to the total operational emissions for comparison with the GHG significance threshold of 3,000 MT CO2e per year. Construction of the proposed Project is anticipated to commence in October 2021 and reach completion in July 2024, lasting a total of 34 months. On-site sources of GHG emissions include off-road equipment and off-site sources including haul trucks, vendor trucks, and worker vehicles. The estimated total GHG emissions during construction of would be approximately 1,977 MT CO_2e over the construction period.

Operational Emissions

Long-term operations of the proposed Project would result in GHG emissions through mobile sources and area sources (landscape maintenance equipment); energy use (natural gas and generation of electricity consumed by the proposed Project); water supply, treatment, and distribution and wastewater treatment; and solid waste disposal. Annual GHG emissions from these sources were estimated using CalEEMod.

The net GHG emissions associated with development of the proposed Project would be below the SCAQMD GHG threshold of 3,000 MT CO_2e per year. Therefore, the proposed Project would not generate GHG emissions, either

directly or indirectly, that may have a significant impact on the environment, and this would represent a cumulatively less than significant impact.

Conflict with an Applicable Plan, Policy, or Regulation

Consistency with the City of El Segundo CAP Measures

The City of El Segundo CAP identifies a variety of measures, which new projects must adhere with to with respect to renewable energy, conservation of energy and water, solid waste, global warming, urban design, transportation, and human health within the City. The proposed project would be consistent with these measures.

Consistency with the Connect SoCal (2020–2045 RTP/SCS)

SCAG's Connect SoCal is a regional growth-management strategy that targets per capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region. The Connect SoCal incorporates local land use projections and circulation networks in city and county general plans. Typically, a project would be consistent with the RTP/SCS if the project does not exceed the underlying growth assumptions within the RTP/SCS. The proposed Project would provide a minor amount of growth, estimated at 3.7% of the 2020 estimate and 3.6% in 2040 of the City's projected total population, the proposed 263 residential units could generate 618 persons upon its completion in 2024. If these 618 individuals would be new residents to the City, then the proposed Project would exceed SCAG's estimated projections through 2045 by 118 persons. The proposed Project would accommodate an expected 618 residents which exceed the overall population growth projections included in the Connect SoCal. As stated in the Connect SoCal 2020–2045 RTP/SCS, there is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with the RTP/SCS, and lead agencies have the sole discretion in determining a local project's consistency with the RTP/SCS (SCAG 2020a). Because there is no wholly reliable population, housing, or employment data after 2010, as the U.S. Census is conducted every ten years, all data for years prior to the 2020 Census should be viewed as projections or estimates. The proposed Project would implement the guiding principles, goals and policies of SCAG's 2020–2045 RTP/SCS as they relate to livability, economic prosperity, and sustainability through the development of walkable, mixed use communities along major transportation corridors. The development of a mix of housing and job opportunities within 0.5 miles of transit, thereby alleviating pressure on suburban and open space areas to develop, is fully supportive of SCAG's strategies. Because the proposed Project would support SCAG's goals and strategies for growth in the region, and because the proposed Project would assist the development of new housing and improve the City's job/housing balance, impacts related to population growth assumed in Connect SoCal would be less than significant. The proposed Project would not conflict with any of the goals within SCAG's Connect SoCal. Therefore, the proposed Project would not conflict with the goal to improve GHG emissions in the region.

Consistency with the CALGreen

2019 CALGreen requirements are comprehensive and applicable to the proposed Project. The provisions of the CALGreen code apply to the planning, design, operation, construction, use and occupancy of every newly constructed building or structure. In mixed occupancy buildings, such as the proposed Project, each portion of a building must comply with the specific green building measures applicable to each specific occupancy (CEC 2019).

The proposed Project must comply with all relevant measures applicable to the types of structures to be built, including non-residential, low-rise residential, and high-rise residential. As such, the proposed Project would be consistent with the regulations set forth in CALGreen. The City approved Ordinance No. 1606, which adopted the

2019 edition of the CALGreen with amendments. Therefore, the proposed Project would be implemented consistent with the City's Municipal Code requirements and CALGreen.

Consistency with CARB's Scoping Plan

The Scoping Plan provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. The Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32 and establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. The proposed Project would comply with all regulations adopted in furtherance of the Scoping Plan to the extent required by law and to the extent that they are applicable to the proposed Project.

Consistency with EO S-3-05 and SB 32

EO S-3-05 establishes the following goals: GHG emissions should be reduced to 2000 levels by 2010, to 1990 levels by 2020, and to 80% below 1990 levels by 2050. SB 32 establishes for a statewide GHG emissions reduction target whereby CARB, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions, shall ensure that statewide GHG emissions are reduced to at least 40% below 1990 levels by December 31, 2030. CARB believes that the state is on a trajectory to meet the 2030 and 2050 GHG reduction targets set forth in AB 32, EO B-30-15, and EO S-3-05.

Consistency with General Plan's Air Quality Element

The City of El Segundo General Plan (City of El Segundo 1992) includes various policies related to reducing GHGs (both directly and indirectly) because strategies that reduce criteria air pollutant emissions may also reduce GHG emissions. Total proposed Project emissions, including operation and amortized construction, would be approximately 2,921 MT CO_2e per year, which is less than the SCAQMD significant threshold of 3,000 MT CO_2e per year. Furthermore, based on the considerations previously outlined, the proposed Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and no mitigation is required. Therefore, this impact would be less than significant.

Cumulative Effect

GHG emissions inherently contribute to cumulative impacts. The proposed Project would not result in GHG emissions in exceedance of the SCAQMD significance threshold. Therefore, cumulatively, Project greenhouse gas (GHG) emissions would be less than significant.

Finding

The City finds that, based upon substantial evidence in the record, the Project would have a less than significant impact on emissions generated, consistency with applicable regulations, and cumulative GHG effects; therefore, no mitigation is required and no significant, unavoidable adverse impacts would occur.

2.4.9 Hazards and Hazardous Materials

Routine Transport, Use, or Disposal of Hazardous Materials/Release of Hazardous Materials and the Potential for Upset Conditions

Long-Term Operational Impacts

The operational phase of the proposed Project would not be expected to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Hazardous materials would be limited to use of commercially available cleaning products, chlorine for swimming pools, landscaping chemicals and fertilizers, and various other commercially available substances. Such chemicals are currently in use on the Project site, in association with the hotels. Although the Project would introduce additional amounts of commercially available potentially hazardous materials, such as cleaning supplies and landscaping products, to the Project site, the routine transport, use, and/or disposal of these substances would be subject to applicable federal, state, and local health and safety laws and regulations, which would minimize health risk to the public associated with hazardous materials. Therefore, impacts would be less than significant and no mitigation is required.

Reasonably Foreseeable Upset and Accident Conditions

Long-Term Operational Impacts

According to the Los Angeles County Department of Public Works (LADPW 2020), the Project site is not located within 300 feet of an oil or gas well or 1,000 feet of a methane-producing site; therefore, methane impacts are not anticipated. Operation of the proposed Project would only require limited use of commercially available hazardous materials, including janitorial and landscaping products. Should the amount of onsite hazardous materials, including hazardous wastes, be greater than reporting thresholds (55 gallons of liquid, 500 pounds of solid, or 200 cubic feet of compressed gas), a Hazardous Materials Business Plan (HMBP) would be required under California HSC, Division 20, Chapter 6.11, Sections 25404–25404.9. The HMBP, which would be submitted to the El Segundo Fire Department (the local CUPA) via the California Environmental Reporting System, would include emergency and spill prevention and response measures, thereby reducing the potential for an upset or accident condition. Use of extremely hazardous materials and accumulation of acutely hazardous wastes are not anticipated. Operation of the proposed Project is not anticipated to impact nearby hazardous liquid pipelines or the adjacent gasoline service station. Project operational impacts are not anticipated to create a foreseeable upset or accident condition that would release hazardous materials to the environment, and impacts are less than significant.

Hazardous Materials within One-Quarter mile of an Existing or Proposed School

There are no public or private K–12 schools located within 0.25-mile of the Project site, therefore, impacts would be less than significant and no mitigation is required.

Cortese List

Long-Term Operational Impacts

Once operational, the PCC-North portion of the Project would be covered with buildings and minimal landscaping. Should potentially petroleum-contaminated soils be present at the gas station, they would be beneath the surface and covered. Therefore, operation of the proposed Project would not expose the public or environment to any

potentially contaminated soils. Additionally, should contaminated soils be encountered during construction, the local regulatory agency, El Segundo Fire Department would be notified in accordance with state and local regulation. Under local agency oversight, contaminated soils would be excavated and/or remediated in accordance with state and local laws and regulations to minimize potential impacts to the public or environment, including potential vapor intrusion. With adherence to applicable laws and regulations, no impacts to operation of the proposed Project would occur.

Water is supplied to the Project by the City of El Segundo; therefore, direct use of groundwater is not required during operation of the proposed Project. The groundwater contaminated by volatile organic compounds identified to the southeast of the Project site is expected to flow south-southwest, away from the Project site. Therefore, the potential for vapor intrusion associated with this contamination is low. Impacts associated with potentially contaminated groundwater are not anticipated and no mitigation is required.

Near an Airport or within an Airport Land Use Plan

Short-Term Construction Impacts

The Project site is not located within the boundaries of the LAX Airport Influence area, and is therefore not subject to the ALUP requirements, including those for safety and noise. The Project site is located within 0.5-mile of LAX and is therefore regulated under 14 CFR 77.9 – Construction or Alteration Requiring Notice. In accordance with 14 CFR 77.9, the Project applicant or their contractor must file FAA Form 7460-1, Notice of Proposed Construction or Alteration at least 45 days before the start date of the proposed construction. The FAA will review the proposed construction and approve, deny, or require alterations to the construction in order to avoid impacts to navigational equipment and prevent safety hazards. With adherence to FAA regulations, the Project would not result in safety hazards for people residing or working in the Project area, and impacts would be less than significant.

Long-Term Operational Impacts

The Project would adhere to FAA regulations, and therefore safety hazards associated with airport navigation would be less than significant. Additionally, the Project site is not located within the LAX ALUP noise boundaries, therefore there are no anticipated impacts associated with excessive noise for people residing or working in the Project area. Therefore, impacts would be less than significant.

Impair or Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan

Long-Term Operational Impacts

The eastbound lane of Mariposa Avenue at PCH would be reconfigured as a part of the proposed Project, from one left lane and one through-right lane to one left, one through, and one right-turn lane. The proposed right-turn lane is recommended to be approximately 50 feet in length from stop bar or crosswalk with a 60-foot taper to accommodate peak hour 95th percentile queues. Therefore, the proposed Project improvement would improve the

queue length on Mariposa Avenue, thereby improving Project access and circulation. Access to PCH and I-105 for emergency evacuation would not be impacted by Project implementation and no mitigation is required.

Wildland Fires

The proposed Project site is located in a highly urbanized area and is not located within an area of high wildfire hazard. Therefore, people and structures would not be subject to significant risks related to wildland fires, and impacts would be less than significant.

Cumulative Effect

For cumulative analysis, the hazardous materials geographic scope is generally restricted to the area immediately surrounding the Project site as the potential for risk is limited to the area immediately surrounding an affected hazardous material site or risk generator.

Cumulative projects would also be subject to federal, state, and local regulations related to hazardous materials and other public health and safety issues. In a manner similar to the proposed Project, adherence to these regulatory requirements would reduce incremental impacts associated with public exposure to health and safety hazards in each of the affected project areas. Additionally, most hazardous material and safety-related risks are localized, generally affecting a specific site and immediate surrounding area, thus minimizing the potential for an impact to combine with another project to create a cumulative scenario.

Because cumulative projects would be fully regulated, thus reducing potential for public safety risks, cumulative impacts associated with exposure to hazards and hazardous materials would be less than significant. Through mitigation and compliance with regulatory requirements, the construction or operation of the proposed Project itself would not create significant human or environmental health or safety risks that could combine with other project impacts to create a significant and cumulatively considerable impact. For these reasons, the proposed Project would not result in cumulatively considerable impacts related to hazards and hazardous materials.

Finding

The City finds that, based upon substantial evidence in the record, the Project would have a less than significant impact on hazards and hazardous materials as it relates to the proximity of an existing or proposed school; the proximity of the project to an airport or an airport land use plan; wildland fires; and cumulative impacts to hazards and hazardous materials; therefore, no mitigation is required and no significant, unavoidable adverse impacts would occur.

2.4.10 Hydrology and Water Quality

Violate Water Quality Standards or Waste Discharge Requirements

Short-Term Construction Impacts

Grading and construction would potentially result in short-term erosion and associated siltation that could lead to adjacent storm drain infrastructure. Erosion-induced sedimentation affects water quality and interferes with photosynthesis; oxygen exchange; and the respiration, growth, and reproduction of aquatic species. Additionally, other pollutants, such as nutrients, trace metals, and hydrocarbons, can attach to sediment and be transported to

downstream drainages leading to the Pacific Ocean which could contribute to the degradation of water quality. Other pollutants that could affect surface-water quality during the construction phase include petroleum products (gasoline, diesel, kerosene, oil, and grease), hydrocarbons from asphalt paving, construction equipment leaks, paints and solvents, detergents, fertilizers, and pesticides (including insecticides, fungicides, herbicides, and rodenticides).

In accordance with the State NPDES General Construction Permit and WDR Permit, as established by the Porter-Cologne Water Quality Act, the development of an acre or more of land must file a notice of intent with the SWRCB, followed by development of a site-specific SWPPP for construction activities. The property owner/developer must comply with the Construction General Permit applicable at the time a grading permit is issued. The SWPPP must include erosion- and sediment-control BMPs that will meet or exceed measures required by the determined risk level of the Construction General Permit, as well as BMPs that control the other potential construction-related pollutants. A Construction Site Monitoring Program that identifies monitoring and sampling requirements during construction is a required component of the SWPPP. The SWPPP is required to identify BMPs that protect stormwater runoff and ensure avoidance of substantial degradation of water quality.

Incorporation of required BMPs for temporary materials and waste storage and handling during construction, and equipment and vehicle maintenance and fueling would reduce the potential discharge of polluted runoff from construction sites, consistent with the State NPDES General Construction Permit and the ESMC requirements for construction activities.

The Project site is not located in an area with high groundwater levels, and excavation activities associated with the PCC-South parking garage are not expected to encounter groundwater. However, perched groundwater conditions are dependent on seasonal precipitation, land use, among other factors, and may vary as a result through time. Additionally, the proposed drywells are anticipated to reach depths between 30 feet and 52 feet; therefore, it is possible that the construction of the drywells could encounter perched groundwater. In the event that groundwater is encountered during excavations, potentially polluted groundwater could be released to adjacent storm drains during dewatering activities, resulting in adverse impacts to downstream surface waters.

In the event that groundwater is encountered during excavations, the Project applicant/developer would be required by existing regulatory requirements to procure a dewatering permit from the Los Angeles RWQCB for pumping and disposal of groundwater. Groundwater dewatering would be controlled in compliance with the Waste Discharge Requirements for the Discharge of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2018-0125, NPDES No. CAG994004). This permit requires permittees to conduct monitoring of dewatering discharges and adhere to effluent and receiving water limitations contained within the permit so that the water quality of surface waters is protected.

Compliance with existing regulations would prevent violation of water quality standards and minimize the potential for contributing sources of polluted runoff. Therefore, compliance with existing regulations would ensure that the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface quality from demolition and construction activities. Impacts would be less than significant and no mitigation is required.

Long-Term Operational Impacts

The Project site falls within the Santa Monica Bay (SMB) Enhanced Watershed Management Program (EWMP), which includes numerous existing regional BMPs. Existing distributed BMPs were identified through the data

request that included a total 2,212 BMPs in the SMB EWMP Group area. Of these distributed BMPs, 340 exist within the City of Los Angeles and 1,872 exist within the City of Santa Monica; however, there are no reported regional BMPs within the City of El Segundo. Therefore, LID BMPs would be implemented at the Project site to meet the local MS4 Permit requirements and remain consistent with the objectives of the SMB EWMP.

Project design, construction, and operation would be completed consistent with the SMB EWMP, and in accordance with the City Stormwater and Urban Runoff Pollution Control Ordinance, Municipal NPDES Permit, and the City's LID Manual, with the goal of reducing the amount of pollutants in stormwater and urban runoff. The LID Manual requires that post-construction stormwater runoff from new developments be infiltrated, evapotranspired, captured and reused, and/or treated through a high efficiency BMP onsite for the 85th percentile storm event, or 0.75 inches of precipitation, whichever is greater. The LID Manual states that BMPs are to be designed to manage and capture stormwater runoff. Infiltration systems are the first priority type of BMP improvements, as such systems provide percolation and infiltration of stormwater into the ground, which not only reduces the volume of stormwater runoff entering the MS4, but also contributes to groundwater recharge in some areas. The second priority BMP is capturing and reusing stormwater onsite for either landscape irrigation or toilet flushing. Proposed drainage for the proposed Project would include stormwater treatment features on all three development sites, in accordance with the City of El Segundo LID requirements.

Based on the Geotechnical Due-Diligence Evaluation, prepared by Albus-Keefe & Associates (see Appendix E-1 of the Draft EIR), the Utility Report determined that infiltration is feasible for stormwater treatment. One drywell at each proposed development site (PCC-South, PCC-Fairfield Parking, PCC-North) would be able to capture the required volume and treat that volume as quickly as it enters the drywell system. The infiltration rate for the site is 0.00186 feet per second, and a drywell with a diameter of 4 feet and an infiltration depth of 22 feet would provide a disposal rate of 0.514 cubic feet per second and would dispose of 88,819 cubic feet in 48 hours. Drywells are proposed below structure or on grade, with 20 feet of separation between the bottom of the sublevel or grade and infiltration zone.

The drywells would include overflow piping to convey stormwater to Indiana Street or Mariposa Avenue. Thus, stormwater in the proposed condition would flow only to the City of El Segundo storm drains The proposed peak flow rate that would be used to design the overflow piping is the reduced peak flow rate generated after infiltration. Because the peak flow rate would be reduced in the proposed condition, it is assumed that the City of El Segundo storm drains will have more than enough capacity to handle the flow rate generated by the proposed Project.

Once the water quality volume is met through the drywells, the "higher flows" would enter overflow pipes, which would discharge stormwater to the local storm drain systems. Therefore, capture and re-use BMPs to be constructed as part of the Project would result in the treatment of the entire required volume for the Project site and the elimination of pollutant runoff up to the 25-year storm event. In the post-Project condition, all stormwater overflow would be conveyed into the City's storm drain system and would not be conveyed to Caltrans facilities.

The implementation of LID features would, to the maximum extent practicable, reduce the discharge of pollutants into receiving waters, including inadvertent release of pollutants (e.g., hydraulic fluids and petroleum); improper management of hazardous materials; and trash and debris during Project operations. In accordance with the all applicable state and local regulations, Project source controls to improve water quality would be provided for outdoor trash storage/waste areas and outdoor loading/unloading areas. As a result of compliance with existing regulations, the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality during the long-term Project operations. Impacts would be less than significant and no mitigation is required.

Deplete Groundwater Supplies or Interfere with Groundwater Recharge

Implementation of the proposed Project would decrease the amount of impervious area within each of the three development areas. PCC-South would decrease from 88.6% to 86.3% impervious; PCC-Fairfield Parking would decrease from 100% to 96.3% impervious, and PCC-North would decrease from 100% to 88.4% impervious. The proposed Project would incorporate drywells to facilitate infiltration in compliance with applicable LID requirements. The Project site is not currently used for groundwater infiltration, either by spreading or by groundwater injection. Upon construction and operation of the drywells, groundwater recharge at the site would increase in comparison to existing conditions, resulting in beneficial impacts. The West Coast Basin Barrier Project, which consists of groundwater injection wells that prevent seawater from intruding into the underlying aquifers of the West Coast Groundwater Basin, is near the Project site. However, development of the Specific Plan would not interfere with the operation of this barrier system.

The proposed Project is not anticipated to encounter groundwater during excavation for the subterranean parking garage on PCC-South. However, perched groundwater conditions may vary over time, and in the unlikely event that groundwater is encountered during excavations, the Project applicant/developer would be required by existing regulatory requirements to procure a dewatering permit from the Los Angeles RWQCB for pumping and disposal of groundwater. Groundwater dewatering would be controlled in compliance with the Waste Discharge Requirements for the Discharge of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2018-0125, NPDES No. CAG994004). Temporary dewatering, if required, would be short-term and would not substantially interfere with groundwater supplies.

Additionally, the Project site is within the Coastal Plain of Los Angeles-West Coast (Groundwater Basin 4-011.03), which has been designated as Very Low Priority with respect to establishment of a GSA and completion of a Groundwater Sustainability Plan (SGMA 2020). Therefore, the proposed Project would not substantially decrease groundwater supplies and no mitigation is required.

Alter Existing Drainage Pattern (Erosion, Surface Runoff, Exceed Capacity Drainage System, Impede or Redirect Flood Flows)

The proposed Project site is fully developed in the existing condition and is located in a highly urbanized portion of El Segundo, surrounded by developed properties. Implementation of the proposed Project would not alter the existing drainage patterns on the site such that downstream streams or rivers would be affected. The Project would infiltrate stormwater in accordance with all applicable LID regulations and would continue to outflow into the existing storm drain system. No naturalized drainages or creeks would be affected. Additionally, post-Project runoff is anticipated to be less than in the existing condition and the amount of impervious surfaces would also be reduced. Therefore, the Project would not substantially alter the existing drainage pattern of the site, including through the alteration of the course of a stream or river or through the addition of impervious surfaces. Impacts would be less than significant and no mitigation is required.

Flood Hazard, Tsunami, or Seiche Zones

As stated in the City's General Plan Public Safety Element, along the City's coastal areas, tsunamis and seiches associated with seismic events could cause devastating damage. The coastal portion of the City and adjacent portions of the City of Los Angeles are identified by the State as tsunami hazard areas, and as a result, there is the potential for damage to Southern California Edison and Chevron facilities, and the Hyperion Treatment Plant located along the coast. Residential portions of the City are located above the potential hazard area and are not at high

risk. The Project site is not located within a tsunami inundation map for emergency planning, as delineated by the California Emergency Management Agency, California Geologic Survey (CGS 2009).

The Project site is located in FEMA Zone X, which is an area of minimal flood hazard, and an area determined to be outside the 0.2% annual chance floodplain (i.e., 500-year floodplain) (FEMA 2020). Therefore, the Project would not be located in an area with any significant risks of flooding and would not have the potential to impede or redirect floodwater flows. In addition, the Project site is not located adjacent to or immediately downstream of any large body of water susceptible to seiches (i.e., oscillations in a body of water due to earthquake shaking).

The main document addressing emergency preparedness in the City is the Emergency Operations Plan. The Emergency Operations Plan provides a basis for operations and for managing critical resources during emergencies, delineation of lines of authority and responsibility, and procedures for requesting interagency and private assistance. The General Plan determined that the level of risk associated with a tsunami and seiche are "low" (City of El Segundo 1992). Therefore, existing state, regional and local regulations related to emergency preparedness would be sufficient to address potential hazards associated with floods, tsunamis, or seiches, which have not been identified as hazards for the Project site. Impacts would be less than significant and no mitigation is required.

Conflict with Water Quality Control Plan or Sustainable Groundwater Management Plan

The proposed Project would comply with applicable water quality regulatory requirements, including implementation of a SWPPP, stormwater BMPs, and LID design, which would minimize potential off-site surface water quality impacts and contribute to a reduction in water quality impacts within the Dockweiler Subwatershed and the overall South Santa Monica Bay Watershed. In addition, with compliance with these regulatory requirements, the Project would reduce potential water quality impairment of surface waters such that existing and potential beneficial uses of key surface water drainages throughout the jurisdiction of the Los Angeles RWQCB Basin Plan would not be adversely impacted. As a result, the Project would not conflict with or obstruct the Los Angeles RWQCB Basin Plan.

With respect to groundwater management, SGMA empowers local agencies to form GSAs to manage basins sustainably, and requires those GSAs to adopt Groundwater Sustainability Plans for crucial groundwater basins in California. A GSA has not been established for the West Coast Basin, as it is not considered a high priority basin. Further, the Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. As a result, the Project would not conflict with or obstruct this sustainable groundwater management plan. Impacts would be less than significant and no mitigation is required.

Cumulative Effect

Water Quality

The geographic context for the analysis of cumulative impacts associated with water quality is the South Santa Monica Bay Watershed, which is already largely urbanized with impervious surfaces. The cumulative effect of past projects—both point sources of pollution and non-point sources caused by urbanization—have resulted in substantial water quality problems in the region's major waterways. Cumulative development could add new sources of stormwater runoff. Construction activities associated with development could temporarily increase the amount of exposed surfaces that could contribute to sediments in stormwater runoff. Additionally, materials

associated with construction activities could be deposited on surfaces and carried to receiving waters in stormwater runoff.

Although the land surrounding the Project site is largely developed with impervious surfaces, continued redevelopment within the Project area could slightly increase the amount of impervious surfaces that could increase stormwater runoff rates and amounts, as well as changes in land use that may increase the amount of pollutants in stormwater runoff. The release of such pollutants, however, would be minimized through compliance with terms and conditions of the NPDES permit, CALGreen Code, California Building Code, ESMC, and the ordinance codes of other authorities in the region—which all require implementation of a SWPPP for development and redevelopment projects. In summary, all cumulative development would be subject to existing regulatory requirements to protect water quality and minimize increases in stormwater runoff. All development within the South Santa Monica Bay Watershed would be subject to the water quality standards outlined in the Basin Plan and would comply with any established TMDLs. The continuing review process would ensure that cumulative development within the watershed would not substantially degrade water quality.

In addition, the Project would comply with existing and future regulations to protect water quality, including the Construction General Permit. Compliance with existing regulations would prevent violation of water quality standards and minimize the potential for contributing additional sources of polluted runoff. Therefore, Project impacts associated with water quality standards and polluted runoff would be less than significant, and the Project would not contribute considerably to cumulative impacts.

Drainage

The South Santa Monica Bay Watershed is already largely urbanized with impervious surfaces. Cumulative development within the City could potentially increase the amount of impervious surfaces that could cause or contribute to storm drain system capacity exceedance, alter the existing storm drain system, and/or require construction of new or expanded facilities. However, new development within the watershed would be subject to the same requirements for LID infrastructure and BMPs to address the potential for increased runoff from development sites. All projects must comply with current state and local environmental regulations, such as the ESMC mandates. Potential impacts to drainage associated with the Project would be less than significant, and the Project would not contribute considerably to cumulative impacts.

Finding

The City finds that, based upon substantial evidence in the record, the Project would have a less than significant impact on hydrology and water quality. Therefore, no mitigation is required, and no significant, unavoidable adverse impacts would occur.

2.4.11 Land Use

Physically Divide an Established Community

The physical division of an established community typically refers to the construction of a linear feature (e.g., a major highway or railroad tracks) or removal of a means of access (e.g., a local road or bridge) that would impair mobility within an existing community or between a community and outlying area.

The proposed Project involves the implementation of the proposed Specific Plan, which would redevelop the existing surface parking lots of the Fairfield Inn and Suites Hotel and Aloft Hotel properties, as well as the old Hacienda Restaurant, through the adoption of a Specific Plan that allows for the development of 263 new housing units and approximately 11,252 square feet of commercial/retail uses. Under the existing condition, the Project site is developed land and is not used as a connection or thoroughfare between established communities. Instead, connectivity within the area surrounding the Project site is facilitated via local roadways. The proposed Project would not result in the construction of new driveways; rather, the Project would allow for access via existing driveways on PCH and Indiana Street. Further, the eastbound lane of Mariposa Avenue at PCH would be reconfigured as a part of the proposed Project, from one left lane and one through-right lane to one left, one through, and one right-turn lane. Therefore, the Project does not include the construction of a new roadway, which would impair mobility within the existing Project site or the surrounding area. Rather, the Project would increase access at existing driveways and provide improved level of service at Mariposa Avenue and PCH through improvements at Mariposa Avenue. As such, the Project would not impede movement within the Project site, within an established community, or from one established community to another. In addition, the Project has specific objectives which focus on access and mobility: Enhance vehicular circulation through intersection improvements and street widening. Therefore, impacts associated with the division of an established community would be less than significant. No mitigation is required.

Conflict with an Applicable Land Use Plan, Policy, or Regulation

Consistency with the Connect SoCal (SCAG 2020–2045 RTP/SCS)

The proposed Project would not conflict with the applicable goals in the RTP/SCS adopted for the purpose of avoiding or mitigating an environmental effect. The Project would redevelop the Project site's existing conditions and would produce approximately 56 new employees within the Specific Plan area within the City of El Segundo. In addition, the Project site's vicinity is served by existing public transit such as various bus routes (Metro Line 232, Metro Line 625, Beach Cities Line 109, Los Angeles Department of Transportation [LADOT] Commuter Express 438, and LADOT Commuter Express 574) as well as the Metro C Line. The Metro C Line is a light rail line, which runs between Redondo Beach and Norwalk. The nearest station is the Mariposa Station, which is just over 0.5-mile from the Project site. The Project site would bring residential development to nearby major employers, including LAX, energy/gas/oil and aerospace companies and near the City's "super block" development, which contains a mixture of office and research and development uses, thereby reducing travel demands by developing a mix of residential housing opportunities in proximity to employment centers. For these reasons, the Project would not conflict with the applicable goals in the RTP/SCS adopted for the purpose of avoiding or mitigating an environmental effect.

City of El Segundo General Plan Consistency

A review of the General Plan shows that the Specific Plan is compatible and consistent with the goals and policies outlined in the General Plan. The Specific Plan was prepared to provide the essential relationship between the policies of the General Plan and actual development of the Project site. By functioning as a regulatory document, the Pacific Coast Commons Specific Plan provides a means of implementing the City's General Plan. All future development plans and entitlements within the Specific Plan boundaries must be consistent with the standards set forth in the Specific Plan The Specific Plan would be consistent with applicable goals and policies of the General Plan. While hotel uses are allowed in the existing General Commercial (C-3) Zone, and the Fairfield Inn and Suites and the Aloft Hotels both have existing Conditional Use Permits, the two existing hotels do not comply with some of the development standards of the General Commercial (C-3) Zone because they were built prior to the current development standards. Thus, they are legal non-conforming as to building height, floor area ratio, and certain setback requirements. Through the implementation of the Specific Plan, these two hotels would be brought into full conformity with the land use designation and zoning for the

Project site. COM-1 and COM-2 allows hotels and several other commercial uses that are either accessory to hotel uses or complementary uses. The existing hotel properties are consistent with this definition, and thus, would no longer be considered non-conforming uses within the Specific Plan area. Additionally, it should be noted there will be no additional floor area added to the hotel properties.

The Project requests the approval of a General Plan Amendment (No. GTA 19-01) to change the Land Use Designation from "General Commercial" and "Parking" to "Pacific Coast Commons Specific Plan (PCCSP)" with an accompanying Land Use map change. Upon approval of the proposed amendment, the Project would be brought into compliance with the General Plan Land Use Designation.

City of El Segundo Municipal Code

Amendments to the Zoning Code

The Project requests a Zone Text Amendment No. ZTA 19-08 to add a new ESMC Section15-3-2(A)(11) "Pacific Coast Commons Specific Plan (PCCSP)". Approval of the proposed Project, in accordance with the provisions outlined in Title 15 of the ESMC, would ensure compliance with applicable zoning standards. Additionally, through the application process, the City would thoroughly review all plans for the proposed Project to ensure compliance with the ESMC, and other relevant plans, policies, and regulations.

Specific Plan

When a specific plan is adopted in accordance with the procedure outlined above, the specific plan may effectively supersede portions or all of the current zoning regulations for specified parcels or plan area, and becomes an independent set of zoning regulations that provide specific direction to the type and intensity of uses permitted, and may define other types of design and permitting criteria. The proposed Specific Plan is adopted by ordinance and serves as the primary zoning document for the Plan Area. Where the Specific Plan is silent, the relevant sections and requirements of the zoning regulations shall apply. The development standards would be regulated by the Specific Plan and administered and enforced by the City in accordance with the ESMC. The Specific Plan supersedes any conflicts with ESMC zoning regulations. Therefore, upon approval of the proposed Project, the Project would be consistent with the El Segundo Zoning Code for the purposes of avoiding or mitigating environmental effect.

Cumulative Land Use and Planning Impacts

Cumulative land use impacts could occur if any of the related projects would result in incompatible land uses, or result in land uses that are inconsistent with adopted land use plans when combined with the impacts of the Project. Given the built-out conditions of the greater Los Angeles Metropolitan region, including the Project site, cumulative development would likely convert existing underutilized properties in the Project site's area to revitalized higher-density developments to respond to the need for housing, sources of employment, and associated retail land uses. The Project would benefit the surrounding community by replacing underutilized properties; add residential uses to a job-rich community; and improve local and regional access to the regional transportation network. Furthermore, by providing additional housing and employment in close proximity to transit, the Project would assist the City in achieving short- and long-term planning goals and objectives related to reducing urban sprawl, efficiently using existing infrastructure, reducing regional congestion, and improving air quality through the reduction of vehicle miles traveled. This is consistent with SCAG and other regional policies for promoting more intense land uses adjacent to transit stations and job centers.

Land use conflicts are also typically site-specific and not cumulative in nature; in other words, despite the number of cumulative projects in a given area, they would not necessarily compound to create cumulative land use conflicts. Cumulative incompatibility issues associated with surrounding developments or projects are anticipated to be addressed and mitigated for on a project-by-project basis. Further, all related projects in the City would be subject to the same local development standards, such as those identified in the ESMC, as the proposed Project. Therefore, cumulative impacts related to land use and planning would be less than significant. No mitigation is required.

Finding

The City finds that, based upon substantial evidence in the record, the Project would have a less than significant impact on land use and planning; therefore, no mitigation is required, and no significant, unavoidable adverse impacts would occur.

2.4.12 Mineral Resources

There are no oil wells or oil/mineral extraction activities on the Project site (CalGEM 2020). Current on-site land uses do not allow for oil/mineral extraction. According to the Department of Conservation's Mineral Lands Classification map, the City is within the Mineral Resources Zone-3, which is characterized as areas containing mineral deposits of significance of which cannot be evaluated from available data (DOC 1979). Ordinarily, classification of a mineral deposit as MRZ-2a or MRZ-2b by the State Geologist will constitute adequate evidence that an area contains significant mineral deposit; thus, the Project would not result in the loss of mineral resources of known importance to the state (DOC 2002). Although the El Segundo Oil Field underlies the City, production has declined since 1967 and only five wells continue to produce oil resources (City of El Segundo 1992). Therefore, the Project is not expected to result in the loss of availability of a locally-important mineral resource recovery site delineated on the local general plan or other land use plan. Thus, impacts associated with mineral resources would not occur and will not require further evaluation in the Draft EIR.

Finding

Appendix B of the Notice of Preparation for the Project found no potential for significant impacts to mineral resources; therefore, mineral resources were not addressed in the Draft EIR. No mitigation would be required and no significant, unavoidable adverse impacts would occur.

2.4.13 Noise

Generation of a Substantial Temporary or Permanent Increase in Ambient Noise Levels

Traffic Noise Exposure to Future Project Occupants

Aside from exposure to aviation traffic noise, current CEQA noise-related guidelines do not require an assessment of exterior-to-interior noise intrusion, environmental noise exposure to occupants of newly created Project residences, or environmental noise exposure to exterior non-residential uses attributed to the development of the proposed Project. Nevertheless, the California Building Code requires that interior background noise levels not exceed a CNEL of 45 dB within habitable rooms. Traffic noise exposure analysis at the exteriors of occupied residences and outdoor living areas is provided for informational purposes. Additionally, this analysis of outdoor

environmental noise to the newly created Project residences would be consistent with the "post-construction acoustical analysis" per Program N1-1.9A from the City's General Plan Noise Element.

An open window or an open sliding door to an adjoining patio or balcony greatly compromises the overall sound insulation performance of the studied wall assemblies. However, when such windows and doors are closed, all studied sample facades are anticipated to exhibit a predicted STC rating of at least 35, and thus would provide sufficient exterior-to-interior sound insulation from outdoor traffic noise to yield interior background sound levels that are less than 45 dBA CNEL and thus compliant with the City and state standards. Recall that none of the predicted exterior traffic noise levels at the studied receptor locations exceeded 72 dBA CNEL; thus, the STC rating value (for closed windows and doors) subtracted from these exterior noise values must result in interior noise levels of less than 45 dBA CNEL (e.g., 72 – 36 = 36 dBA CNEL, which is less than 45). The apparent requirement for closed windows and doors means that the design of these habitable rooms should feature mechanical ventilation or an air-conditioning system to provide interior comfort for the occupants.

Stationary Operations Noise

The incorporation of new multi-family homes and a mix of commercial uses attributed to development of the proposed Project would add a variety of noise-producing mechanical equipment.

Residential Unit Heating, Ventilation, and Air Conditioning Noise: Each of the new occupied residential units would be expected to feature a split-system type air-conditioning unit. For the PCC-South buildout, 34 ACC units were modeled on rooftops. Each ACC unit has an SPL of 71 dBA at 3.28 feet based on available data from the manufacturer (Goodman 2020). The predicted sound emission level from the combination of all operating condenser units at off-site single-family receptors would be as high as 57 dBA L_{eq} to the west of the PCC-South and 61 dBA L_{eq} to the west of PCC-North. The effect of building structure occlusion (i.e., rooftop mass and parapet blocks the direct sound path between noise-producing equipment and the off-site residential receptors) on the predicted HVAC sound exposure levels at nearest existing off-site residences is expected to be at least 10 dB of noise reduction. The operation of these Project residential air-conditioning units would result in a less-than-significant noise impact to the surrounding residential community.

At the outdoor area (i.e., pool and outdoor amenities) of the existing Aloft hotel that is north of the PCC-South area and its collection of operating rooftop ACC units, application of the aforementioned 10 dB structural occlusion to predicted operation noise results yield a Project-attributed aggregate ACC noise level no greater than 47 dBA, which is below the estimated existing nighttime sound level of 61.5 dBA L_{eq} for this offsite commercial property location. The operation of these Project residential air-conditioning units would result in a less-than-significant noise impact to the surrounding commercial properties.

Excessive Groundborne Vibration or Groundborne Noise Levels

Under the right conditions, construction activities may expose persons to excessive groundborne vibration or groundborne noise, causing a potentially significant impact.

Groundborne vibration attenuates rapidly, even over short distances. The attenuation of groundborne vibration as it propagates from source to receptor through intervening soils and rock strata can be estimated with expressions found in FTA and Caltrans guidance. The impact of vibration-induced annoyance to occupants of nearby existing homes would be less than significant. No mitigation is required.

Construction vibration, at sufficiently high levels, can also present a building damage risk. However, the predicted 0.035 ips PPV at the nearest residential receiver 46 feet away from on-site operation of the bulldozer during grading would not surpass the guidance limit of 0.3 ips PPV for preventing damage to residential structures (Caltrans 2013b). Because the predicted vibration level at 46 feet is less than both the annoyance and building damage risk thresholds, vibration from conventional construction activities would be less than significant. No mitigation is required.

Once operational, the Project would not be expected to feature major onsite producers of groundborne vibration. Anticipated onsite mechanical systems like pumps, compressors, and fans are designed and manufactured to feature rotating or reciprocating components (e.g., impellers, rotors, and pistons) that are well-balanced with isolated vibration within or external to the equipment casings. On this basis, potential vibration impacts due to Project operation would be less than significant. No mitigation is required.

Expose People Residing or Working in Airport Land Use Plan to Excessive Noise Levels

There are no private airstrips within the vicinity of the Project site. The closest airport to the Project site is the Los Angeles International Airport approximately 0.66-mile north of the site. According to the Final LAX Part 150 Noise Exposure Map Update Report (ESA 2016), the Project site is outside of the 65 dBA CNEL aviation operation noise contour predicted in the report for 2020, and therefore would not expose workers or new occupants of the proposed Project residences or exterior uses to aviation overflight noise levels greater than 65 dBA CNEL. Hence, on this basis the potential impact with respect to aviation traffic noise would be less than significant.

Cumulative Noise Impacts

Temporary/Periodic Increases in Ambient Noise Levels

The Project would result in temporary noise increases during construction activities. The construction period of future developments under the Project has the potential to overlap with the construction of other development projects in the City; however, none of the anticipated cumulative projects are in close enough proximity to the Project site. Noise due to construction of other projects would not meaningfully combine with future development under the Project to produce a cumulative noise effect during construction.

In sum, cumulative construction noise is likely to be dominated by the closest or loudest activity to the receptor, and the combination will be no more than a barely perceptible difference (i.e., up to a 3 dB change).

Additionally, all future development under implementation of the Project, as well as unrelated construction projects within City limits, would be required to comply with limits on allowable construction hours per relevant portions of the City's noise ordinance. Cumulative impacts due to cumulative construction noise would be less than significant.

Vibration

Other foreseeable projects within the vicinity of the Project site would not be close enough to create a combined excessive generation of groundborne vibration; therefore, cumulative impacts associated with excessive groundborne vibration would be less than significant.

Permanent Increase in Ambient Noise Levels

<u>Off-Site Traffic</u>

Future development from implementation of the Project along with other unrelated projects would generate off-site traffic noise. When calculating future traffic impacts, the traffic study included traffic attributed to both the Project and unrelated projects. Thus, future traffic noise prediction results with and without the Project already account for the cumulative impacts from unrelated projects contributing to traffic increases. Since the noise impacts are generated directly from the traffic analysis results, the Existing and Year 2025 traffic with and without Project predicted increases in traffic noise levels described herein already reflect cumulative impacts. The noise level increases associated with both of these scenarios would generate a noise level increase of less than 3 dBA along the studied sample roadways in the vicinity of the Project. As such, anticipated increases would be below the significance threshold of 3 dBA; hence, the incremental effect of the Project on off-site traffic noise is not cumulatively considerable. Cumulative off-site traffic noise impacts would be less than significant.

Stationary Sources

Noise from operation of stationary electro-mechanical equipment added to the outdoor ambient sound environment as a result of Project implementation would include permanent on-site noise sources (e.g., rooftop HVAC equipment). A cumulative impact could occur if noise produced from such sources due to implementation of the Project were to combine with noise produced from the operation of other unrelated projects in the vicinity to create a cumulatively significant permanent increase in ambient noise levels. However, noise emission from HVAC equipment attenuates with distance and can be occluded by structures and terrain. Additionally, the operation of future projects under the Project, along with the operation of other unrelated projects, would be subject to applicable requirements from the City's noise ordinance, which limits the exterior noise levels at residences. Hence, for these two reasons, cumulative impacts to outdoor ambient noise levels resulting from Project stationary sources would be less than significant.

Finding

The City finds that, based upon substantial evidence in the record, the Project would have a less than significant impact on noise as it relates to groundborne vibration, exposing people residing or working within an airport land use plan to excessive noise levels, and cumulative noise impacts; therefore, no mitigation is required and no significant, unavoidable adverse impacts would occur.

2.4.14 Population and Housing

Induce Substantial Population Growth

Short-Term Construction Impacts

Construction activities at the Project site would lead to the temporary need for construction workers, which may come from the City, other areas of Los Angeles County, or elsewhere within the SCAG region. The proposed Project involves fairly common construction requirements that would not require a highly specialized labor force to permanently relocate from other regions. Construction of the Project is anticipated to begin as early as July 2021 and would end in April 2024, for construction activities spanning over approximately 34 months. The different construction activities require specific skill sets for a much shorter duration than the overall construction schedule. Because construction workers would not be needed continuously and only for varying portions of the Project phases, it is reasonable to assume that workers/crews would work at the Project site on a temporary basis only, and thus, are not likely to relocate their households as a consequence of the construction job opportunities presented by the Project. Because the demand for construction workers would be short-term, and because the Project site within an

urban metropolitan region with a high diversity of skilled labor, a permanent need for new workers to relocate in order to accommodate the proposed Project's temporary construction workforce is not anticipated. Any changes in the City or regional population, housing, or employment due to short-term construction activities would be less than significant.

Long-Term Operational Impacts

The proposed Project would redevelop the existing surface parking lots of the Fairfield Inn and Suites Hotel and Aloft Hotel properties through the adoption of the Specific Plan to allow for the development of 263 residential units and 11,252 square feet of commercial space. The Specific Plan's three development areas are Pacific Coast Commons – South (PCC-South); Pacific Coast Commons – Fairfield Parking (PCC-Fairfield Parking); and Pacific Coast Commons – North (PCC-North). PCC-North would be developed with 143 residential units and 2,223 gross square feet of commercial space. PCC-Fairfield Parking would be developed with approximately 3,273 gross square feet of ground-floor commercial and a parking structure for the Fairfield Inn and Suites Hotel. PCC-South would be redeveloped with 120 residential units and 5,756 gross square feet of commercial space. Up to 3,700 square feet of the commercial space across all three sites could be fast casual restaurant space and the remainder would be general retail. The Project would replace the existing General Commercial (C-3) and Automobile Parking (P) zones with the proposed Specific Plan, thereby enabling future development within the Specific Plan area. As such, the proposed Project would directly result in the building new housing where housing currently does not exist. The redevelopment of existing parking lots could result in new and unplanned population growth within the City.

Population Projections

SCAG estimates that Los Angeles County would have 10,407,000 residents by 2020 and 11,647,000 residents by 2045. SCAG and the Department of Finance estimate that the City would have 16,777 residents by 2020 and 17,200 residents by 2045. SCAG's forecasted population growth for the City of El Segundo is 500 persons between 2016 and 2045.

Using population and housing estimates from the California Department of Finance, the City has an occupancy rate of 2.35 persons per household (DOF 2020). It is likely that the proposed residential units would accommodate a combination of existing residents and new residents that either currently work within the City and/or new residents that would be hired as a result of projected employment generation within the City. Additionally, the City's 2020 housing vacancy rate of 4.7% is less than Los Angeles County's housing vacancy rate 6.1% (DOF 2020). As such, the proposed Project is anticipated to be growth-accommodating rather than growth-inducing.

Because the proposed Project would support SCAG's goals and strategies for growth in the region and because the proposed Project would assist the development of new housing and improves the City's job/housing balance, impacts related to population growth would be less than significant. Although the proposed Project would provide a resident population that exceeds SCAG's projections, this growth is not considered substantial and it would further attainment of local and regional goals, as described above.

Employment Projections

The proposed Project would introduce 11,252 gross square feet of commercial uses to the Project site. Based on the assumption that up to 3,700 square feet of the commercial development would be fast-casual restaurant use, the proposed Project is estimated to generate approximately 56 new employees within the Specific Plan area. With the occupancy of the proposed Project, the number of jobs in the City would increase by approximately 56 positions,

which could be filled by unemployed persons in the City or by unemployed persons in Los Angeles County. The proposed Project's anticipated employment would represent a nominal percent (0.009%) of SCAG's projected 639,000 new jobs in Los Angeles County between 2016 and 2045. SCAG estimates that the City would have 52,400 jobs by 2045. The proposed Project's anticipated employment would represent a nominal percent (1.36%) of SCAG's projected 4,100 new jobs in the City between 2016 and 2045. The estimated 56 new full-time employees resulting from the proposed Project would make up a small percentage of the overall expected growth in the City and would not exceed the SCAG employment projections.

Housing Projections Analysis

SCAG projects that Los Angeles County will have an increase of 800,000 housing units between 2016 and 2045, and that the City will have an increase of 300 units during this same period. The proposed Project's 263 residential units would represent 0.03% of SCAG's projected housing for Los Angeles County and 87.7% of the projected housing for the City. Therefore, the proposed Project's housing units would not exceed the projections for housing within the City, as set forth in the 2020–2045 RTP/SCS.

California's housing element law requires that each city and county develop local housing programs designed to meet its fair share of existing and future housing needs for all income groups. This effort is coordinated when preparing the state-mandated Housing Element of the City's General Plan. The 5th Cycle RHNA allocation for 2013 to 2021 sets forth the City's fair share allocation for the planning period is 69 units for the City's Housing Element. The proposed Project would create new housing and would include affordable housing in accordance with the negotiated Development Agreement. The specific allocation between the types of low income housing has yet to be determined; however, the proposed low-income units would satisfy a portion of the City's mandated 29 low income units, and a portion of the City's requirement for 40 moderate/above income units, as set forth in the Housing Element.

Because the proposed Project will be occupied within the timeframe of the 6th Cycle (2021 to 2029), it is most relevant to the analysis. The City's fair share allocation for the planning period is 491 units. The proposed Project would create new housing and would include affordable housing in accordance with the negotiated Development Agreement. The specific allocation between the types of low-income housing has yet to be determined; however, the proposed low-income units would satisfy a portion of the City's mandated 6th Cycle RHNA allocation. As such, the proposed Project's 263 new residential units would assist the City in meeting the mandated RHNA allocation and would be consistent with and supportive of the City's Housing Element projections for new residential units within the City.

Jobs/Housing Balance

As previously described, the City is considered to be a very jobs-rich community. The proposed Project would generate additional housing available for the community, as the jobs-housing balance of the proposed Project would be 0.3:1, which is a very housing-rich project. Therefore, the proposed Project would facilitate a more balanced jobs-housing profile for the City, which currently maintains an approximately 6.9:1 jobs/housing balance.

Displace Substantial Numbers of Existing Housing or People

The Project site consists of surface parking areas of the Fairfield Inn and Suites Hotel and Aloft Hotel properties, as well as the underutilized commercial space associated with the hotel. No housing uses are located on the Project site, and Project implementation would not require demolition of existing housing or displace people or housing. The proposed

Project would include the construction of a mixed-use development that would add approximately 263 housing units to the City. Impacts would be less than significant.

Cumulative Effect

Assuming 2.35 persons per household, the proposed Project's residential units would accommodate 618 individuals. If these 618 individuals would be new residents to the City, then the proposed Project would exceed SCAG's estimated projections through 2045 by 118 persons. Other than the proposed Project, only the proposed 540 E. Imperial Avenue and 1225 Mariposa Avenue proposals, are anticipated to include residential development in the City. Therefore, the remaining cumulative projects would be primarily increasing employment in the City and potentially further exacerbating the jobs-rich profile of the City, which could increase the vehicle miles traveled between employment centers and residential land uses. While the proposed Project would provide employment opportunities to the local and regional area, the employment growth caused by the Project falls well within current projections for employment growth in the City and Los Angeles County. The proposed housing growth generated by the Project would further the goals and strategies of SCAG and the City's General Plan by providing housing in an urban setting in close proximity to transit, while contributing to a more balanced jobs-housing community. Although, the proposed Project's residential population would exceed SCAG's population projections, it can be assumed that many of the residential units would accommodate workers within the City and could reduce vehicle miles traveled by providing housing in proximity to employment centers. Therefore, the unplanned population growth is not considered to be substantial and impacts would be less than significant. Therefore, in combination with other future foreseeable projects, it is not anticipated that the proposed Project would create a cumulatively considerable impact to population, housing or employment.

Finding

The City finds that, based upon substantial evidence in the record, the Project would have a less than significant impact on population and housing related to inducing growth during construction and displacing a substantial number of people or housing; therefore, no mitigation is required, and no significant, unavoidable adverse impacts would occur.

2.4.15 Public Services and Recreation

Fire Protection

Construction

Construction activities associated with the proposed Project may temporarily (i.e., 48 months during proposed construction) increase demand for fire protection and emergency medical services. Construction activities may involve the operation of construction equipment and machinery, storage, handling, and disposal of combustible materials, and the use of flammable or toxic materials. To comply with California Department of Industrial Relations, Division of Occupational Safety and Health and Fire and Building Code requirements, construction managers and personnel would be trained in fire prevention and emergency response, and fire suppression equipment specific to construction would be maintained on site. Project construction would comply with all applicable codes and ordinances related to the maintenance of mechanical equipment, handling and storage of flammable materials,

and cleanup of spills of flammable materials. Thus, compliance with regulatory requirements would reduce the potential for construction activities to expose people to the risk of fire explosion related to hazardous materials.

Due to compliance with applicable codes and fire safety standards, Project construction would not adversely impact firefighting and emergency services to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, impacts would be less than significant, and no mitigation is required.

Operation

The need for new or expanded public services (such as fire protection facilities) is typically associated with a population increase. Project employment and new residential uses would result in approximately 56 new employees and 618 residents on the Project site. In the context of the City's population projections, the proposed Project would exceed the forecasted population growth. The proposed Project would accommodate an expected 618 residents which from the implementation of the Specific Plan exceed the overall population growth projections included in the Connect SoCal. ESFD has reviewed the proposed Project and has determined existing protection facilities were sufficient for the proposed Project (Carver 2020). Therefore, it is expected that the population and employment growth associated with the Project would not outpace the existing or future service capacity of the ESFD.

The Project site is currently served by two existing fire stations. No expansion of these facilities is currently contemplated. Payment of development fees by the Project applicant/developer would be used to offset the costs of increased personnel or equipment that could be required to maintain acceptable service ratios, response times, or other performance objectives.

Furthermore, the proposed Project would be designed and constructed in accordance with all applicable provisions of the fire code, which includes requirements for adequate fire flows, width of emergency access routes, turning radii, automatic sprinkler systems, fire alarms, and floor to sky height limits along emergency access routes.

The proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities. Impacts would therefore be less than significant. No mitigation is required.

Police Protection

Construction

There is the potential for Project construction activities to create an increase in demand for police protection services, as construction sites can be sources of attractive nuisances, can provide hazards, and can invite theft and vandalism when not properly secured. This could result in an increase in the demand for police protection services. Consequently, developers and construction contractors typically take precautions to prevent trespassing through construction sites. During construction, the Project applicant/developer or its construction contractor would implement temporary security features including security fencing, lighting, and locked entry. These features would reduce the need for police protection services during the Project's construction phase. Potential short-term construction impacts to police services would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, and impacts would be less than significant.

Operation

The increased use of the Project site attributable to the proposed Project would be expected to increase the frequency of emergency and non-emergency calls to the ESPD. While the Project site currently places some demand on the ESPD due to the occupied hotel uses, the proposed Project would increase demands relative to existing conditions. The ESPD has stated that the existing police station facilities are sufficient to provide service to the proposed Project and that the development of the proposed Project would not result in the need for new facilities and/or physically altered facilities to maintain acceptable service ratios, response times, or other performance objectives (McDaniel 2020).

The Project site is currently served by the ESPD at 348 Main Street. No expansion of this facility is currently contemplated (McDaniel 2020). Payment of development fees by the Project applicant/developer would be used to offset the costs of increased personnel or equipment that could be required to maintain acceptable service ratios, response times, and other performance objectives. The proposed Project would incorporate operational practices and design elements to increase safety and to reduce the potential for crime to occur, which could lessen the demand for police protection services at the Project site. The proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities and potential impacts would be less than significant.

Schools

The proposed Project's approximately 56 new employees and 618 residents would generate students that would attend ESUSD schools. Using the student generation rates from ESUSD, at 263 dwelling units, the Project could generate approximately 35 elementary school students, 20 middle school students, and 28 high school students (Farris 2020).

All the schools with the exception of Center Street Elementary School continue to have capacity with the addition of proposed Project enrollment. However, communication with EUSD indicates the existing schools are sufficient to support the proposed Project (Farris 2020). Education Code Section 17620 allows school districts to assess fees on new residential and commercial construction within their respective boundaries. Pursuant to California Government Code Section 65995, the payment of these fees by a developer serves to fully mitigate all potential project impacts on school facilities from implementation of a project to less-than-significant levels. Sections 65996(a) and (b) state that such fees collected by school districts provide full and complete school facilities mitigation under CEQA. These fees can be collected without special city or county approval, to fund the construction of school facilities necessitated by the impact of residential and commercial development activity.

Therefore, with the payment of the applicable school fees, the operation of the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts to maintain acceptable service ratios, or other performance objectives for schools. Such impacts on schools are considered less than significant. No mitigation is required.

Parks

The Project would include 56 new employees and 618 residents. At least a portion of these residents are anticipated to patronize the various public parks and recreation facilities located in proximity to the Project site. Since the City's Parks are within the State of California Parks Department standard of park space at about 3.5 acres of park space per 1,000 residents (Petit 2020), the additional 618 residents would not exceed existing standards of service for parks.

Additionally, the Project would be subject to the City's Development Impact Fee, which requires new development projects to pay impact fees, which would support park improvements as well as fund capital costs for other new and existing infrastructures. Pursuant to the Development Impact Fee Program, the Project applicant/developer would pay its fair share of impact fees based on the fee category and adopted Development Impact Fee rates. The Project would contribute funds to the El Segundo Recreation and Parks Department through Development Impact Fees. Further, the Project would include common open space areas, including rooftop pools and community rooms. These on-site amenities would provide an alternative to off-site public parks and recreational facilities, allowing the Project's residents to recreate on the Project site while incrementally reducing impacts to off-site public parks and recreational facilities. Therefore, impacts associated with the need for new or expanded park facilities would be less than significant. No mitigation is required.

Other Public Facilities

Other public facilities and services provided within the City include library services and City administrative services. Library services are provided at ESPL located at 111 West Mariposa Street, approximately 1.8 miles west of the Project site. The proposed Project would generate approximately 56 new employees and 618 residents. Pursuant to the Development Impact Fee Program, the Project applicant/developer would pay its fair share of impact fees based on the fee category and adopted Development Impact Fee rates. The ESPL indicated that no new facilities would be required as part of the proposed Project; although the digital library needs to be enhanced. Therefore, impacts to other public facilities in the area resulting from the proposed Project would be less than significant. No mitigation is required.

Increase in the Use of an Existing Neighborhood, Regional Park, or Recreational Facility

The Project would include 56 new employees and 618 residents. The City's Recreation and Parks Department is responsible for developed park land that provides a wide variety of attractions and amenities including more than 15 parks, athletic fields, recreational water amenities, a skate park, dog park and community garden. In addition, the City also offers recreational programs and activities for residents, including adult sports, swimming classes, a teen center with a variety of activities and programs, and the Senior Club of El Segundo hosts a wide variety of activities and socials at the Joslyn Center. At least a portion of these residents are anticipated to patronize the various public parks and recreation facilities located in proximity to the Project site. The Project would include common open space areas, which would consist of a central community space with a variety of recreational amenities, as well as landscaped areas around the Project site. These on-site amenities would provide an alternative to off-site public parks and recreational facilities, allowing the Project's residents to recreate on the Project site while incrementally reducing impacts to off-site public parks and recreational facilities. The El Segundo Recreation and Parks Department indicated no new facilities would be required as part of the proposed (Petit 2020). Additionally, the Project would be subject to the City's Development Impact Fee, which requires new development projects to pay impact fees, which would support park improvements as well as fund capital costs for other new and existing infrastructures. Pursuant to the Development Impact Fee Program, the Project applicant/developer would pay its fair share of impact fees based on the fee category and adopted Development Impact Fee rates.

As such, with payment of the required development impact fees related to parks and recreation in combination with provision of on-site recreational facilities, the Project would meet the anticipated demand for neighborhood and regional parks or other recreational facilities. Project residents and the public would have access to adequate on-site recreational facilities, which would offset increased use of existing parks and recreational facilities in the City. Therefore, implementation of the Project would not result in a substantial increase in the use of existing

neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur. Impacts to neighborhood and regional parks would be less than significant. No mitigation is required.

Inclusion of or Requirement for Construction/Expansion of Recreational Facilities

The Project would include common open space areas, which would consist of a central community space with a variety of recreational amenities, as well as landscaped areas around the Project site. The construction of these common open space areas and associated recreational amenities is analyzed throughout the Draft EIR. Additionally, the Project would be subject to the City's Development Impact Fee, which requires new development projects to pay impact fees, which would support park improvements as well as fund capital costs for other new and existing infrastructures. Pursuant to the Development Impact Fee Program, the property owner/developer would pay its fair share of impact fees based on the fee category and adopted Development Impact Fee rates. As such, Project implementation would not require the construction or expansion of recreational facilities, and impacts would be less than significant.

Cumulative Effect

As defined in the State CEQA Guidelines Section 15130, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, present, and probable future projects within the cumulative impact area for population, housing, and employment. The cumulative study area used to assess potential cumulative population and housing impacts includes the City of El Segundo, ESFD and ESPD service areas, and ESUSD. Cumulative impacts on public services including fire and police protection, parks, and schools would result when projects collectively increase demand on services such that additional facilities or services must be constructed or provided. Cumulative projects would likely result in an incremental increase in the demand for fire protection, police protection, parks, schools (for cumulative projects that have a residential component), and other public services. Because the City is nearly built out, the proposed Project and all cumulative projects are located in areas currently served by ESFD, EPSD, and ESUSD. Therefore, in combination with other past, present, and future foreseeable projects, it is not anticipated that the proposed Project would create a cumulatively considerable impact on public facilities or recreational facilities.

Finding

The City finds that, based upon substantial evidence in the record, the Project would have a less than significant impact on police and fire protection services, parks, schools, and other public facilities as well as impacts related to recreation; therefore, no mitigation is required, and no significant, unavoidable adverse impacts would occur.

2.4.16 Transportation

Conflict with Circulation System Plan, Ordinance, or Policy

RTP/SCS Consistency Analysis

The Project would redevelop the Project site's existing conditions and would produce approximately 56 jobs in operation within the City of El Segundo. In addition, the Project site's vicinity is served by existing public transit such as various bus routes (Metro Line 232, Metro Line 625, Beach Cities Line 109, LADOT Commuter Express 438, and LADOT Commuter Express 574) as well as the Metro C Line. The Metro C Line is a light rail line, which runs between

Redondo Beach and Norwalk. The nearest station is the Mariposa Station, which is just over 0.5-mile from the Project site. The proposed Project would not conflict with the applicable goals in the RTP/SCS.

City of El Segundo General Plan Consistency

The Project requests the approval of a General Plan Amendment (No. GPA 19-01) to change the Land Use Designation from "General Commercial" and "Parking" to "Pacific Coast Commons Specific Plan (PCCSP)" with an accompanying Land Use map change. Upon approval of the proposed amendment, the Project would be brought into compliance with the General Plan Land Use Designation.

General Plan Buildout Comparison

Because the adoption of the proposed Specific Plan would change the overall framework development for the Project site established in the General Plan, a comparison of trip generation estimates of the proposed Project with the currently designated General Plan land uses was conducted. The City's General Plan identifies the portion of the site that is south of Mariposa Avenue as General Commercial, with a maximum floor area ratio of 1.0 for PCC-Fairfield Parking and PCC-South, and the portion to the north of Mariposa Avenue as Parking. The General Plan land uses are projected to generate an estimated 4,026 daily trips, including 203 trips (112 inbound/91 outbound) during the AM peak hour and 262 trips (145 inbound/117 outbound) during the PM peak hour. The Project is projected to generate an estimated net increase of 2,517 daily trips, including 132 trips (47 inbound/85 outbound) during the AM peak hour and 178 trips (103 inbound/75 outbound) during the PM peak hour. The General Plan land uses are projected to generate 1,509 more daily trips than the proposed Project, including 71 more trips during the AM peak hour and 84 more trips during the PM peak hour. The proposed Project would generate fewer trips compared to the General Plan land uses.

Level of Service Analysis for General Plan Consistency

Although the City's LOS policy would not be applicable as a transportation impact under CEQA per SB 743, the study area intersection operations analysis results are summarized below for the following scenarios:

Existing Plus Project Traffic Conditions

CEQA Guidelines Section 15064.3(b) focuses on newly adopted criteria (VMT) pursuant to SB 743 for determining the significance of transportation impacts. Pursuant to SB 743, the focus of transportation analysis changed from vehicle delay to VMT. As stated in CEQA Guidelines Section 15064.3(c), the provisions of Section 15064.3 shall apply prospectively, and a lead agency may elect to be governed by the provision of Section 15064.3 immediately. However, the information below related to LOS is provided for information purposes and for assessment of consistency with General Plan policies.

The Existing plus Project scenario of the impact analysis at Mariposa Avenue and PCH has also been analyzed without the Project improvement to show its potential benefit when compared to the Existing Base and Existing plus Project with improvement conditions. The analysis shows that LOS at Mariposa Avenue and PCH is better with the addition of the Project-related improvement than without. A queuing analysis was conducted for the eastbound approach with and without Project improvement to show the potential improvement in queue length.

Future Plus Project Traffic Conditions

The Future plus Project scenario of the impact analysis at Mariposa Avenue and PCH has also been analyzed without the Project improvement to show its potential benefit when compared to the Future Base and Future plus Project with improvement conditions at Mariposa Avenue. The analysis shows that LOS at Mariposa Avenue and PCH is

better with the addition of the Project-related improvement than without. A queuing analysis was conducted for the eastbound approach with and without Project improvement to show the potential improvement in queue length.

City of El Segundo Climate Action Plan

The City's CAP includes measures related to the circulation, including parking, multi-modal streets, pedestrian/bicycle networks, and transit accessibility. The Project would provide a combination of electric vehicle charging and alternative fuel vehicles and carpooling parking in compliance with El Segundo Municipal Code and CALGreen requirements. The proposed Project would include shared parking, which would provide a more efficient use of land. As such, a shared parking analysis for the Project has been prepared to assess the potential parking demand and determine if adequate parking supply would be available on the site.

Bicycle parking and storage would be provided in compliance with CALGreen and the City's Municipal Code. The proposed Project would provide new living and working opportunities in close proximity to transit, thereby increasing ridership. Public transit that operates in the vicinity of the Project site includes the Metro C Line and multiple bus lines. Additionally, the proposed Project would reduce single-occupancy vehicle use by providing a mix of land uses in walkable proximity to the Metro C Line and the City's downtown. The Project would not conflict with the applicable measures related to the circulation system in the City's CAP.

Transit, Bicycle, and Pedestrian Facilities

The Project would not conflict with any plans or policies regarding existing or proposed transit, bicycle, and pedestrian facilities in the study area. During construction, sidewalk closures around the perimeter may be expected during street improvements. During this time, pedestrians would generally be routed to the other side of the street, but temporary covered pedestrian routes would be provided for access to the existing hotels. There are no identified Safe Routes to School along streets fronting the Project site; therefore, the construction of the Project would not temporarily affect such routes. During long-term operations of the Project site, when residences are occupied with families, it is expected that some students would walk from the site to the local schools. Local public schools that would serve the Project site are located to the west and would not require students to cross the PCH or other major roadways.

There are no existing bicycle facilities that would be temporarily impacted by Project construction. The South Bay Bicycle Master Plan indicates that additional Class II and III bicycle facilities are planned along Mariposa Avenue. No plans for the completion of the additional Class II and II bicycle facilities are anticipated to occur during Project construction. Bus stops are located east of the Project site, on Mariposa Avenue and on PCH. Construction is not anticipated to affect bus operations as construction and staging would not be immediately adjacent to these bus stops. The Metro C Line and Mariposa Station are located over 0.5 miles from the Project site and would not be impacted by Project construction. Therefore, the Project construction would not require relocation of bus stops and the construction impacts on transit, bicycle, and pedestrian facilities would be less than significant.

Once operational, bicycle and pedestrian access to the Project site would not be affected as no new driveways are being added. Bicycle access to the Project site would continue to be available on Indiana Street, Mariposa Avenue, and PCH. Further, the Project would not preclude implementation of the South Bay Bicycle Master Plan, including any future plans to complete the additional Class II and II bicycle facilities on Mariposa Avenue. The bus stops and other transit facilities would not be affected by Project operations. Due to the distance between the Project site and the Metro C Line, and because the Project would not impact right of way currently used or planned to be used for bus or light rail activities, the Project would not conflict with any plans or policies related to transit. Given the various transit facilities available near the Project site, sufficient transit capacity in the study area is available. Therefore, the Project's impact on transit, bicycle, and pedestrian facilities would be less than significant.

Conflict with CEQA Guidelines Section 15064.3 (b)

State CEQA Guidelines Section 15064.3(b) focuses on newly adopted criteria (VMT) adopted pursuant to SB 743 for determining the significance of transportation impacts. The VMT per capita assumed for the Project site was therefore based on the vehicle trips and average trip lengths for the TAZ in which the Project is located from the SCAG model, which indicates a daily household VMT per capita of 10.9 for all home-based production trips within the TAZ.

For residential projects, OPR recommends that a project exceeding a level of 15% below existing daily household VMT per capita may indicate a significant transportation impact. Existing VMT per capita may be measured as regional VMT per capita or as city VMT per capita. The SCAG regional daily household VMT per capita (15.3) is higher than the City's daily household VMT per capita (14.2). Therefore, to be conservative, existing daily household VMT per capita is measured against the City's daily household VMT per capita for this analysis.

Per the SCAG model, the existing City daily household VMT per capita for residential land uses are 14.2 per resident. The threshold of 15% below the City average is 12.1 daily household VMT per capita (i.e., per resident). The proposed Project is estimated to generate 10.9 daily household VMT per capita, which is lower than 15% below the existing City daily household VMT per capita. Therefore, proposed Project would not conflict with State CEQA Guidelines Section 15064.3(b) and impacts would be less than significant.

Hazards Due to Geometric Design Feature

Project access would not substantially increase hazards due to design features or incompatible uses. The Project would not result in the construction of new driveways; rather, the Project would allow for full access onto Mariposa Avenue, Palm Avenue, and Indiana Street, where access is currently limited to in-only/out-only. The proposed driveways at PCC-North would allow for full access in/out via Mariposa Avenue and Palm Avenue, and the existing curb cut on PCH would be removed. The residential access from Indiana Street at PCC-South would allow for full access in/out rather than access out-only, as under the existing conditions. No changes are proposed to access for the PCC-Fairfield Parking site. Additionally, as part of the Project, the eastbound leg of Mariposa Avenue at PCH would be reconfigured from one left lane and one through-right lane to one left, one through, and one right-turn lane.

All new driveways and internal access points would be designed and constructed to ensure appropriate line of sight and appropriate turning radii. Additionally, to ensure the Project would not result in driveway queueing onto PCH, a major corridor in the Project vicinity, which could create hazards to oncoming traffic, a queuing analysis was conducted for the PCH/Pacific Coast Commons South Driveway.

A queuing analysis, from within the Project site, was conducted for the driveway approach at the PCH/PCC-South driveway to show the estimated length of queues for vehicles exiting the Project site. Queues at the driveway are anticipated to be minimal given the volume of outbound Project trips at this driveway. Future plus Project Conditions, queues are anticipated to be minimal given the volume of outbound Project trips at this driveway. Therefore, the unsignalized and stop-controlled PCC-South driveway on PCH would not substantially increase hazards for vehicles using this Project access.

A signal warrant analysis conducted for the two unsignalized intersections at PCH and Palm Avenue and PCH and Holly Avenue, determined neither intersection trigger a signal warrant for both Existing plus Project and Future plus

Project. Therefore, Project traffic at these intersections would not create increase hazards due to a geometric design feature or incompatible uses. Impacts would be less than significant.

Inadequate Emergency Access

Construction

Short-Term Construction Parking

An analysis of parking availability is not a requirement pursuant to CEQA. Vehicle access would be accommodated for the existing hotel uses on the Project site throughout the duration of construction. It is possible that the construction of PCC-Fairfield Parking, PCC-South, and PCC-North would occur sequentially. During Phase 1 construction, Fairfield Inn and Suites Hotel guests would continue to park at the existing surface lot at PCC-North. Once Phase 1 is completed, parking for the Fairfield Inn and Suites Hotel guests could be moved into the newly constructed garage. During Phase 2 construction, Aloft Hotel parking would be accommodated via the existing surface lot at PCC-North. Once Phase 2 is completed, PCC-South and its respective land uses would park on-site at the new garage. Phase 3, the North site, would begin construction and during this buildout no vehicles would need special parking accommodations. It is possible that Phase 2 and Phase 3 would be constructed at the same time. Under a concurrent timeline, Phase 1 would construct the replacement parking and new retail for the Fairfield Inn and Suites Hotel site adjacent to the existing hotel. During Phase 1, the Aloft Hotel and Fairfield Inn and Suites Hotel would continue to be in operation. During the construction of Phase 2 and Phase 3, both hotels would continue to operate, and new retail built in Phase 1 would be occupied. During Phase 1 of construction, Fairfield Inn and Suites Hotel and Aloft Hotel guests would continue to park at the existing surface lots at their respective sites. The existing Fairfield Inn and Suites Hotel surface lot has 232 parking spaces and the existing Aloft Hotel surface lot has 165 parking spaces, for a total of 397 parking spaces. During construction hours, a peak demand of 171 parking spaces for the Fairfield Inn and Suites Hotel and 119 parking spaces for the Aloft Hotel would need to be accommodated, along with a peak demand of 60 construction employee parking spaces. The total demand of 350 spaces would be entirely accommodated by the existing 397 spaces. However, only the newly-constructed PCC-Fairfield Parking structure (215 parking spaces) would be available for parking during PCC-South and PCC-North construction. Construction of Phases 2 and 3 would require 442 spaces, resulting in a deficit of 227 parking spaces.

As described under Development Agreements/Conditions of Approval above, if the total parking demand would exceed the total parking supply during construction activities, the Project applicant/developer would be required to accommodate the excess parking demand at an off-site location and provide shuttle service to and from the Project site accordingly to ensure that that parking is adequately provided during short-term construction activities.

Operation

All areas of the Project site would be accessible to emergency responders for the long-term operation of the proposed Project. Local access to the Project site would be provided via PCH, Indiana Street, Mariposa Avenue, and Palm Avenue. All of the Project access points would be confirmed to be designed according to applicable design standards. The proposed Project would provide adequate access to the Project site, including access for emergency vehicles. The internal drive aisles and loading and parking areas would be designed to comply with City's width, clearance, and turning radius requirements of the Fire Department. A fire access driveway would be constructed within PCC-North to provide access to the development.

The Specific Plan requires structures, roadways, and facilities to comply with applicable local, regional, state, and/or federal requirements related to emergency access and evacuation plans. The Project would require approval of a Site Plan Review No. 19-01 to allow the site plan and architectural design to construct the mixed-use commercial and residential development. Thus, all development proposed under the Specific Plan, including the proposed Site Plan, would be reviewed and approved during plan check review to ensure appropriate emergency access. Adherence to these requirements would ensure that impacts due to inadequate emergency access are below a level of significance. Therefore, potential impacts associated with inadequate emergency access would be less than significant.

Long-Term Shared Parking

An analysis of parking availability is not a requirement pursuant to CEQA.

The Shared Parking Analysis was conducted to determine the minimum amount of parking needed to adequately park the Project's proposed and existing land uses. This analysis assumes that a number of parking spaces on site can be shared between the residential guests, hotel guests, and patrons of the on-site retail and restaurant uses. Because a shared parking supply is proposed, the Project would not be providing excess parking spaces that could encourage the driving of non-residents to/from the site. In fact, the Project would be providing a parking supply lower than the City's Municipal Code requirements, but would adequately support the Project's parking demand through shared parking.

The PCC-North site plan proposes 252 parking spaces (with 12 of those spaces in individual garages), with 189 parking spaces reserved for residential tenant use. The remaining 51 spaces would be shared between the residential guest parking, commercial uses, and for overflow if needed from the other sites. PCC-North is projected to have a peak residential parking demand of 160 parking spaces and a peak shared parking demand of 49 spaces. As such, the PCC-North is projected to have a surplus of two shared parking spaces during the peak demand period.

The PCC-Fairfield Parking peak parking demand is estimated to be 191 spaces. The site plan proposes 215 parking spaces, indicating sufficient supply for the anticipated demand with a surplus of 24 spaces during the peak demand period.

The PCC-South site plan proposes 336 parking spaces, with 165 parking spaces reserved for residential tenant use. The remaining 171 spaces would be shared between the residential guest parking, hotel, commercial uses, and for overflow if needed from the other sites. The PCC-South is estimated to have a peak residential parking demand of 144 parking spaces and a peak shared parking demand of 192 spaces. As such, PCC-South would have a deficit of 21 shared parking spaces during the peak demand period. The excess demand can be accommodated by the surplus of spaces at the PCC-North and PCC-Fairfield Parking garages, which have a combined surplus of 26 spaces.

It is noted that the Specific Plan allows an adjustment to the parking requirements of Development Standard D1 if a separate parking study can justify the need for adjustments to parking. The shared parking analysis demonstrates that sufficient parking would be provided to meet the demand of the various uses on-site, as proposed by the site plan. The shared parking would serve to efficiently use available developable land and would avoid an "over-parked" Project that could inadvertently encourage single-occupancy vehicle use.

Cumulative Transportation Impacts

Plan, Program, Ordinance, or Policy Addressing Circulation

The proposed Project is consistent with the following plans addressing the circulation system and would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities under cumulative conditions. Therefore, cumulative impacts related to a program, plan, ordinance, or policy related to addressing the circulation system would be less than significant.

CEQA Guidelines Section 15064.3(b)

The long-term cumulative impacts related to VMT have been reviewed per the SCAG VMT thresholds. The Project is located within an urbanized area served by public transit. The Project would not exceed the SCAG threshold for VMT; therefore, the Project's contribution to cumulative VMT would not be cumulatively considerable and would be a less-than-significant impact.

Hazardous Design Features

The Project would not result in the construction of new driveways; rather, the Project would allow for full access onto Mariposa Avenue, Palm Avenue, and Indiana Street, where access is currently limited to in-only/out-only. The proposed Project has a completed circulation analysis using a LOS methodology that indicates that the trips generated by the proposed Project would not result in adverse circulation conditions. Because the impacts related to Project access points and circulation are site specific, and would be less than significant, the Project would not contribute to cumulative impacts with respect to hazardous design features.

Emergency Access

The Project would not result in inadequate emergency access and Project impacts to emergency access would be less than significant. As with the proposed Project, driveways and/or circulation modifications proposed in the surrounding area would comply with applicable local, regional, state, and/or federal requirements related to emergency access and evacuation plans. Further, since modification to access are largely confined to the Project site and the immediately surrounding area, Project-specific emergency access impacts would likely not impact other cumulative projects. Therefore, the Project's contributions to cumulative impacts would be less than significant.

Finding

The City finds that, based upon substantial evidence in the record, the Project would have a less than significant impact on transportation as it relates to conflict with circulation system plan, ordinance, or policy; conflict with CEQA Guidelines Section 15064.3 (b); inadequate emergency access; and cumulative impacts. Therefore, no mitigation is required, and no significant, unavoidable adverse impacts would occur.

2.4.17 Utilities and Service Systems

Require or Result in the Construction of New Water, Wastewater Treatment, Stormwater Drainage, Electric Power, Natural Gas, or Telecommunications Facilities

Water Service

The water service connection for domestic water and fire protection would be made to one or more of the existing City water lines surrounding each development area. The specific location of these connections and pipe sizing would be based upon the City's approval. The system would provide adequate water supply for operation of the building's domestic requirements, automatic sprinkler systems and on-site fire hydrants, if required by the state or City Fire Marshal. Fire flows for the proposed Project would be based on the requirements listed in the version of the California Fire Code that is in effect at the time of plan submission, as amended by the City. Impacts within the Project site as part of construction of the proposed Project have been evaluated throughout the Draft EIR. Thus, the construction of new fire hydrants within the Project site would not cause a significant environmental effect.

The proposed Project is located in the high pressure zone of the City. The results of the modeling identified the service size necessary for the Project as less than-inches for each of the sites. Because the modeled flows are much higher than the estimated flows and the results of the analysis for the higher modeled flows prove that the City main does not need to be upsized, it can be concluded that the City main would have more than enough capacity for the lower estimated flows and will not need to be upsized. Therefore, impacts to water facilities would be less than significant.

Sanitary Sewer

The City's sanitary sewer lines are located on all sides of the proposed Project. New sewer laterals are proposed for all the new buildings. It is anticipated that the new sewer laterals would connect to several of the existing gravity lines surrounding the Project. The proposed Project does not currently impact the existing pressure lines. Both the existing and proposed project sewer flows are considered in the average dry weather flow. It was assumed that all commercial spaces would consist of restaurants, which generates the highest flow compared to other commercial uses. The total flow from the Project is estimated to be 40,330 GPD or 0.0403 MGD. It appears that all sewer systems analyzed would still flow less than 50% full with the additional flows from the Project and that the sewer systems have capacity to serve the new developments. Therefore, no upgrades to the existing sewer pipeline infrastructure would be required as a result of Project implementation. Impacts would be less than significant.

Stormwater Drainage

There are two existing storm drains near the Project site that are owned by Caltrans and the City. Infiltration is feasible for stormwater treatment, in compliance with City of El Segundo low-impact development requirements. Because the peak flow rate would be reduced in the proposed condition, it is assumed that the City of El Segundo storm drains will have more than enough capacity to handle the flow rate generated by the proposed Project. Therefore, no upgrades to the existing storm water drainage infrastructure would be required as a result of Project implementation. Impacts would be less than significant.

Dry Utilities

Natural gas is provided to the Project area by the SoCal Gas, and gas utility infrastructure is located in all streets adjacent to the Project site, including PCH, Palm Avenue, Mariposa Avenue, Indiana Street, and Holly Avenue. New connections would be required for all the new buildings. The existing gas service would be maintained and future gas service would be provided through the Project's private gas service line connections to the SoCal Gas utilities in the surrounding streets. SoCal Gas has confirmed that there are existing facilities in the area and that service would be provided to the Project site in accordance with applicable policies and rules set forth by the CPUC.

Electrical power is provided to the Project area by SCE. There are existing underground electrical lines below PCH and Mariposa Avenue adjacent to the Project site. New underground utility conduit systems would be needed to intercept the existing underground electric system and provide electrical power to the proposed improvements. Final locations and points of connection for the electrical system will be based on a final approved design, in coordination with SCE. SCE has confirmed that there are existing facilities in the area, and service would be provided to the Project site in accordance with applicable policies and rules set forth by the CPUC.

There are existing underground telecommunication lines below PCH, Palm Avenue, and Mariposa Avenue adjacent to the Project site. It is anticipated that Velocity and Sonify would continue to provide service to the Aloft Hotel and the Fairfield Inn and Suites Hotel. Verizon, CenturyLink, and Charter Communications have all confirmed that they have existing services in the area. New underground utility conduit systems would intercept the existing underground telecommunications system and provide services to the proposed buildings.

Upgrades to dry utilities could be required based on the change in land use (i.e., higher density and increase in onsite technology). Any required upgrades are anticipated to be limited the lateral connections to the Project site and not any centralized facilities. This significance criterion is generally applicable to projects that are not already served by municipal utilities, or for greenfield development projects outside of urban areas, because it is those projects that either need to construct new electrical power, natural gas, and telecommunication centralized facilities, or that would tax existing infrastructure.

Upgrades would be coordinated with appropriate service providers (such as SCE, SoCal Gas) to minimize disruptions on service and would be completed by either trenchless technology or open trenching to the depth of the underground utilities. Potential environmental impacts associated with trenching for utilities, including areas of temporary earth disturbance and the operation of construction equipment, are assessed throughout the Draft EIR. Additionally, the Project would be required to comply with all regulatory requirements and mitigation measures outlined within this draft EIR for the purposes of mitigating impacts associated with utility construction activities and the use of heavy machinery. No adverse physical effects beyond those already disclosed in this Draft EIR would occur as a result of implementation of the Project's proposed utility system connections. Therefore, impacts to dry utilities would be less than significant.

Sufficient Water Supplies

The estimated water demand for the proposed Project based on 120% of the estimated sewer demand for the Specific Plan area. The total domestic (potable) water demand from the Project is estimated to be 48,396 GPD or 0.048 MGD or 54.2 AFY. The proposed Project is estimated to require approximately 48,396 GPD (54.2 AFY) of new demand of potable water, based on the calculations provided in the Utility Report (Appendix G of the Draft EIR). Therefore, the Project's water demand would be far below the estimated 210 AFY benchmark for determining whether a Water Supply Assessment is required under SB 610 for a water use equivalent to a 500 dwelling unit development.

Although the proposed Project would not meet the threshold for the preparation of a Water Supply Assessment, it would generate a demand for potable water supplies that were not anticipated during the preparation of the City's 2015 UWMP, as the proposed Project would introduce new land uses that are not currently anticipated in the General Plan. The proposed Project's estimated 54.2 AFY would be approximately 0.31% of the City's overall supply total in 2025, and would be both within the estimates, and exceed the estimates, depending on whether it is a normal, wet, and multiple dry years.

The City of El Segundo will serve the proposed Project and will both provide and require the development to have redundant potable water connections, subject to the City's Water Department approval for all water connections. The City will charge various fees for providing potable water and wastewater services, which include but are not limited to readiness to serve, water usage (quantity), treatment, and utility user taxes.

The MWD is a primary source of water supply within Southern California. Because the City of El Segundo purchases the entirety of its water supply from the WBMWD, which is supplied through MWD, the reliability of the City's water supply is heavily dependent on the reliability analyses of these agencies. The amount of water the City obtains from these sources may vary from year to year, depending on weather conditions and demand. During multiple dry year scenarios, the demand exceeds the supply, however, WBMWD will be able to supply this difference. It was estimated in the MWD 2015 UWMP that surplus supplies are available to meet the increased demands during normal, dry, and multiple dry year scenarios through 2035. If the City uses more water than is naturally replenished during these years the City, WBMWD, and MWD can enact the measures outlined in their respective Water Shortage Contingency Plans (WSCPs) to ensure that water is used as efficiently and sparingly as possible. This will help preserve the water supplies available, and ensure continued reliability for the future (City of El Segundo 2016).

While additional imported water from MWD can be purchased, if required, to address any additional demands, the City has also implemented measures to address potential water shortages. To respond to potential water supply shortages, including up to a 50% reduction in supply, the City has developed a four-stage rationing plan to be implemented if the City experiences a shortage in the water supply. Mandatory conservation is always required to prevent water waste. The City has also adopted a WSCP as part of its Municipal Code. The WSCP describes the measures to take in the event of a water shortage, including different stages of action corresponding to different levels of drought. Since the City of El Segundo receives its imported water supplies from the WBMWD and MWD, the City is also subject to the WSCPs of these Districts. Each District has water rationing stages and a WSCP that specifies the actions to be taken during a water shortage of 50% or greater. In the event that a water shortage becomes severe and a 50% reduction is necessary, the City will comply with the conservation measures as provided by the WBMWD and MWD WSCPs (City of El Segundo 2016).

WBMWD's 2015 UWMP has identified plans to reduce its imported water use by 17% within the next 20 years through diversifying its water sources; namely developing a full-scale ocean water desalination plant and expanding recycled water use. Water desalination is not included as a potential source in the City's UWMP because WBMWD would be the operator of the desalination plant; however, the City may be able to purchase desalination water as a part of the City's overall purchased water supply (City of El Segundo 2016). The WBMWD's environmental review of their Ocean Water Desalination Project was completed on November 20, 2019, which would include construction and operation of an ocean water desalination facility in El Segundo, with offshore ocean water intake and brine discharge structures, and an inland water conveyance system. The project would produce 20 MGD of potable drinking water and would provide a reliable local water supply, thereby offsetting the need for imported water from the SWP and increasing drought resiliency (WBMWD 2019b).

The City's UWMP must be updated every 5 years, and at the time of the preparation of this evaluation, the City is in the process of preparing the 2020 UWMP. Planned growth is incorporated into the supply and demand projections within the UWMP, in compliance with applicable regulations and standards. The Update to the UWMP would also consider changes to future supplies, such as desalination water. As described above (see Appendix G-2), the City would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years (Xu pers. comm. 2020). Therefore, the City would have sufficient water supplies available to serve the proposed Project and reasonably foreseeable future development during normal, dry, and multiple dry years and impacts would be less than significant. No mitigation is required.

Adequate Capacity for Wastewater Treatment

Wastewater generated from the Project site would be treated at the HTP, which has the capacity to treat a maximum daily dry weather flow of 450 MGD of wastewater and a peak wet weather flow of 800 MGD, while on average dry weather days, the facility treats 275 MGD (City of Los Angeles 2020). The difference between the average dry weather flows and the maximum flows is 175 MGD. The City of El Segundo has an agreement with the City of Los Angeles that permits an average flow of 2.75 MGD of wastewater treatment and disposal capacity in HTP. Project wastewater discharges would be typical of the wastewater already generated at nearby properties; it would not include large quantities of unusual industrial/hazardous discharges that can interfere with the ability of a treatment plant meeting the water quality requirements for its discharges.

To be conservative, it was assumed that commercial areas of the proposed Project would consist of restaurants, which generate a higher demand of 1,000 GPD compared to other commercial spaces. Based on the Utility Report, the proposed Project would generate 40,330 GPD (0.0403 MGD) of sewer demand. This wastewater flow would represent approximately 1.46% of the City's permitted average flow to HTP, as well as would represent approximately 0.024% of HTP's remaining capacity. As such, the increase in wastewater generation attributable to the Project would be accommodated within the existing treatment capacity of the HTP and would represent a minimal to negligible percentage of the facility's remaining capacity. Additionally, the requirement to maintain capacity at HTP is monitored through permit requirements with the Los Angeles Regional Water Quality Control Board, which required the submittal of a report within 90 days after the "30-day (monthly) average" daily dry-weather flow equals or exceeds 75% of the design capacity of the plant (0.75 x 450 MGD = 337 MGD) of waste treatment and/or disposal facilities. This report must include A schedule for studies, design, and other steps needed to provide additional capacity for waste treatment and/or disposal facilities before the waste flow rate equals the capacity of present units. Therefore, the Project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the Project's projected demand in addition to the provider's existing commitment. Furthermore, water conservation measures as established at the local and state level would be implemented and would help reduce the amount of wastewater generated by the Project. Therefore, impacts would be less than significant.

Generation of Solid Waste

Construction

The proposed Project would involve redevelopment of the existing surface parking lots of the Fairfield Inn and Suites Hotel and Aloft Hotel properties, as well as the Fairfield Inn and Suites Hotel Food and Beverage Building (formerly the Hacienda Restaurant). Redevelopment activities associated with the proposed Project would result in the generation of solid waste such as scrap lumber, concrete, residual wastes, packing materials, plastics, and soils. Per CALGreen standards, 65% of construction and demolition waste must be diverted from landfills (CalRecycle 2020b). As such, at least 65% of all construction and demolition debris from the site would be diverted. Additionally, any hazardous wastes that are generated during demolition and construction activities would be managed and disposed of in compliance with all applicable federal, state, and local laws. The remaining 35% of construction and demolition material that is not required to be recycled would either be disposed of in a regional landfill or voluntarily recycled at a solid waste facility with available capacity. The inert landfill in the County (Azusa Land Reclamation landfill) has a remaining capacity of 51,512,201 tons and is expected to remain open for approximately 25 years, as of 2020. Due to the temporary nature of construction and required compliance with the City's recycling mandates, construction would not generate waste in excess of standards or in excess of the capacity of local

infrastructure and would not otherwise impair the attainment of solid waste reduction goals. Impacts would be less than significant.

Operation

Once operational, the proposed Project would produce solid waste on a regular basis, in association with operation and maintenance activities. The proposed Project would generate approximately 86.34 tons of solid waste per day. This amount assumes compliance with AB 939 requirements for 50% waste diversion from landfills. Solid waste generated by the proposed Project would be collected and transported to a local or regional landfill. Scholl Canyon landfill has a remaining capacity of 9,900,000 tons and is expected to remain open for another 10 years. Burbank Landfill Site No. 3 has a remaining capacity of 5,174,362 tons and is expected to remain open for another 33 years. Calabasas landfill has a remaining capacity of 14,500,000 tons and is expected to remain open for another 9 years. The proposed Project is expected to generate approximately 86.34 tons per year. Collectively, the Scholl Canyon Landfill, Burbank Landfill Site No. 3, and the Calabasas Landfill have approximately 29,574,362 tons of available space remaining. As such, the net solid waste that is anticipated to be produced by the proposed Project would equate to approximately 0.00029% of the available capacity of the combined landfills through their estimated closure dates. This number would be further reduced in order to comply with CALGreen requirements for 65% waste diversion, which would require the Project Applicant/Developer to either submit a construction waste management plan to the City that identifies the C&D waste materials to be diverted from the landfills, or use a waste management company that can provide verifiable documentation that the percentage of C&D waste material diverted from the landfill meets CALGreen's 65% requirement

Once the Scholl Canyon Landfill, Burbank Landfill Site No. 3, and the Calabasas Landfill reach capacity, additional landfills and strategies would be identified so that disposal needs continue to be met. Furthermore, according to the latest annual report for the Countywide Integrated Waste Management Plan, there are landfills used by the County with up to 100 years of remaining life (County of Los Angeles Department of Public Works 2019). For example, the Prima Deshecha Sanitary Landfill in Orange County is expected to remain open for another 85 years, the Mesquite Regional Landfill in Imperial County is expected to remain open for another 100 years, and the Simi Valley Landfill in Ventura County is expected to remain open for another 67 years (CalRecycle 2020a). As such, in the event of closure of the Scholl Canyon Landfill, Burbank Landfill Site No. 3, and the Calabasas Landfill, other landfills in the region would be able to accommodate solid waste from the proposed Project, and regional planning efforts would ensure continued landfill capacity into the foreseeable future.

For the reasons described above, Project operations would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Impacts would be less than significant**.** No mitigation is required.

Solid Waste Statutes and Regulations

The proposed Project would be required to comply with all applicable local and state regulations related to solid waste. The solid waste facilities in proximity to the Project site, Scholl Canyon Landfill, Burbank Landfill Site No. 3, and the Calabasas Landfill, are regulated under federal, state, and local laws. Additionally, the City is required to comply with the solid waste reduction and diversion requirements set for in AB 939, AB 341, AB 1327, and AB 1826. Per AB 1826, businesses that generate 2 cubic yards or more of commercial solid waste per week are required to arrange for organic waste recycling services. Any hazardous wastes that are generated during construction activities would be managed and disposed of in compliance with all applicable federal, state, and local laws.

In addition to the City's requirements for recycling construction and demolition waste, the state has set a goal of 75% recycling, composting, and source reduction of solid waste by 2020. To help reach this goal, the state has adopted AB 341 and AB 1826. AB 341 is a mandatory commercial recycling bill, and AB 1826 is mandatory organics recycling. Waste generated by the proposed Project would enter the City's waste stream but would not adversely affect the City's ability to meet AB 341 or AB 1826, because the proposed Project's waste generation would represent a nominal percentage of the waste created within the City and because the businesses and residents at the Project site would be subject to recycling and diversion requirements. In addition, waste diversion and reduction during Project construction and operations would be completed in accordance with CALGreen standards, CalRecycle standards, City requirements, and the County Integrated Waste Management Plan. As a result, the Project would comply with federal, state, and local management and reduction statues and regulations related to solid waste. Impacts would be less than significant.

Cumulative Utilities and Service Systems Impact

Water

Implementation of the Project, in conjunction with cumulative projects would increase demand for water services provided in the City's water supply system. The Project area and each cumulative projects would incrementally increase the amount of water that is required in the area. However, as previously described, the existing water lines that serve the Project site have the capacity to convey the estimated peak flow generated from the Project. Similar to the Project, the capacity of water lines associated with cumulative project development would be determined on a project-specific basis. In the event that water line upgrades are required due to cumulative projects, all construction work within the City public rights-of-way would be subject to local municipal code and applicable agency requirements, and would be subject to CEQA review accordingly. Based on the analysis presented in the Utility Report (Appendix G of the Draft EIR), the proposed Project is not anticipated to contribute to a cumulative impact related to water infrastructure.

The City (through its UWMP) anticipates its projected water supplies will meet demand through the year 2035. In terms of the City's overall water supply condition, any cumulative project that is consistent with the City's General Plan has been taken into account in the planned growth of the water system. The City is currently preparing the 2020 UWMP, which is anticipated to be available in the Fall of 2021. The City's 2020 UWMP will account for anticipated growth within the City through 2040. Cumulative projects that propose changing the zoning or other characteristics beyond what is within the General Plan would be required to evaluate the change under necessary CEQA approval. The CEQA analysis would compare the existing to the proposed uses and the ability of the City and water utility providers to provide a sufficient level of water service.

For projects that meet the requirements established pursuant to SB 610, SB 221, and Sections 10910–10915 of the State Water Code, a Water Supply Assessment demonstrating sufficient water availability is required on a project-by-project basis. Similar to the Project, each cumulative project would be required to comply with City and State Water Code and conservation programs for both water supply and infrastructure to partially offset the cumulative demand for water. As a result, no significant cumulative water supply impacts are anticipated from development of the Project and cumulative projects, and the Project's incremental effect would not be cumulatively considerable. No mitigation is required.

Wastewater

The Project area and each cumulative project would incrementally increase the amount of wastewater that is being generated in the area. However, as previously described, the existing sewer lines that serve the Project site have

the capacity to convey the estimated peak flow generated from the Project. Similar to the Project, the capacity of receiving sewer lines associated with cumulative project development would be determined on a project-specific basis. In the event that sewer upgrades are required due to cumulative projects, all construction work within the City public rights-of-way would be subject to local municipal code and applicable agency requirements, and would be subject to CEQA review accordingly. Based on the analysis presented in the Utility Report (Appendix G of the Draft EIR), the proposed Project is not anticipated to contribute to a cumulative impact related to sewer infrastructure.

Similarly, the proposed Project would generate 40,330 GPD (0.0403 MGD) of sewer demand. This wastewater flow would represent approximately 1.46% of the City's permitted average flow to HTP, as well as would represent approximately 0.024% of HTP's remaining capacity. As cumulative increases in wastewater treatment demand within the service area require facility upgrades, the City would continue to regulate public sewer facilities in accordance with Title 12 of the El Segundo Municipal Code and the HTP would continue to assess potential expansions to their treatment facilities in accordance with regulatory permit requirements. As such, impacts to wastewater services would not be cumulatively considerable. No mitigation is required.

Electric Power, Natural Gas, and Telecommunication

The City of El Segundo is built-out and upgrades in electrical power, natural gas, and telecommunication capabilities are anticipated primarily due to development in the form of the revitalization of outdated or underserved areas, and redevelopment of specific properties that will increase density and require more sophisticated technology, such as the proposed Project. However, such upgrades would generally be confined to the lateral connections to the individual project sites and not any centralized facilities. Upgrades to centralized power, natural gas, and telecommunication facilities would be determined by each of the power, gas, and telecommunications providers, as build-out continues within the region. Individual projects would be required to provide for specific project needs. As a result, cumulative impacts associated with upgrades of electric, natural gas, and telecommunication facilities would not be significant. As such, impacts to electric power, natural gas, and telecommunication services would not be cumulatively considerable.

Solid Waste

Development of the Project in combination with cumulative projects would increase land-use intensities in the area, resulting in increased solid waste generation in the service area for the Scholl Canyon Landfill, Burbank Landfill Site No. 3, and the Calabasas Landfill. However, due to the built-out nature of the City, the Project and cumulative projects are considered urban infill and/or redevelopment projects. As such, solid waste is already being generated at the Project site and the majority, if not all, of the cumulative project sites. Further, AB 939, or the Integrated Waste Management Act of 1989, mandates that cities divert from landfills 50% of the total solid waste generated to recycling facilities. In order to satisfy CALGreen requirements of diverting 65% of solid waste and to offset impacts associated with solid waste, the proposed Project and all cumulative projects would be required to implement waste reduction, diversion, and recycling during both demolition/ construction and operation.

Through compliance with City and state solid waste diversion requirements, and due to the recycling collection process that would be part of the proposed Project design and the design of many typical urban infill projects, impacts to solid waste services would not be cumulatively considerable. Impacts would be less than significant, and no mitigation is required.

Finding

The City finds that, based upon substantial evidence in the record, the Project would have a less than significant impact on utility and service systems; therefore, no mitigation is required.

2.4.18 Wildfire

The Project site is in a highly urbanized area and is not within a Very High Fire Hazard Severity Zone and would not exacerbate or expose people or structures to wildfire risks or substantially impair an adopted emergency response plan. Based on the CAL FIRE's Fire Hazard Severity Zones maps (CAL FIRE 2020), the entire City, including the Project site, is not located in or near state responsibility areas or lands classified as Very High Fire Hazard Severity Zones. Therefore, impacts associated with wildland fire would not occur.

Finding

Appendix B of the Notice of Preparation for the Project found no potential for significant impacts to wildfire; therefore, wildfire was not addressed in the Draft EIR. No mitigation would be required and no significant, unavoidable adverse impacts would occur.

3 Findings on Project Alternatives

CEQA requires that an EIR describe a range of reasonable alternatives to the project, or to the location of the project, that could feasibly attain the basic objectives of the project, and to evaluate the comparative merits of the alternatives (14 CCR 15126.6[a]). The CEQA Guidelines direct that the selection of alternatives be governed by "a rule of reason" (14 CCR 15126.6[a], [f]). As defined by the CEQA Guidelines, "The range of alternatives required in an EIR is governed by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR needs to examine in detail only the ones that the Lead Agency determines could feasibly attain most of the basic objectives of the project" (14 CCR 15126.6[f]).

3.1 Alternatives Carried Forward for Consideration

This section discusses a reasonable range of alternatives to the Project, including a no project alternative, in compliance with CEQA Guidelines Section 15126.6(e). These alternatives include the following:

- Alternative A: No Project/Existing Development
- Alternative B: Reduced Development Alternative: Exclusion of PCC-North
- Alternative C: Reduced Development: Reduce 1 Level from PCC-South and PCC-North

These alternatives are evaluated for their ability to avoid or substantially lessen the impacts of the Project identified in the EIR, as well as consideration of their ability to meet the basic objectives of the proposed project as described in the Final EIR.

3.1.1 Alternative A - No Project/Existing Development

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate and analyze the impacts of a no project alternative. The "purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project" (14 CCR 15126.6[e][1]). When defining the no project alternative, the analysis shall be informed by "what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services" (14 CCR 15126.6[e][2]).

Description

The City's General Plan identifies the portion of the site that is south of Mariposa Avenue as General Commercial and the portion to the north of Mariposa Avenue as Parking. The zoning for the Project site corresponds to the designations of General Commercial (C-3) and Automobile Parking (P). According to the City's General Plan, the General Commercial designation permits all retail uses, including hotel uses, and major medical facilities, at a maximum floor area ratio (FAR) of 1.0. Office uses are not permitted except for those providing personal services not exceeding 5,000 square feet such as travel and insurance agents (City of El Segundo 1992). The City's General Plan parking designation permits areas for parking automobiles, motorcycles, and bicycles in surface or structured parking (City of El Segundo 1992). While hotel uses are allowed in the existing General Commercial (C-3) Zone, and the Fairfield Inn and Suites and the Aloft Hotels both have existing Conditional Use Permits, the two existing hotels do not comply with some of the development standards of the General Commercial (C-3) Zone because they were built prior to the current development standards. Thus, they are legal non-conforming as to building height, floor

area ratio, and certain setback requirements. The Aloft Hotel is 98,741 net square feet in size with an existing 0.992 FAR based upon its current lot size and configuration where a maximum of 1.0 FAR is allowed. The three buildings that comprise the Fairfield Inn and Suites Hotel total 190,026 net square feet in size with an existing 1.94 FAR where 1.0 FAR is allowed (existing legal, non-conforming condition). Both properties are non-conforming in regard to many development standards as they were built prior to the current development standards of the General Commercial (C-3) Zone. Further, no further intensification of the land uses could occur with the current FAR standards. Therefore, the continuation of the City's General Plan would not allow for additional development to occur.

Section 15126.6(e)(3)(B) further states that "in certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained." Accordingly, Alternative A assumes the proposed Project would not proceed, no new permanent development or land uses would be introduced within the Project site, and the existing environment would be maintained. The existing uses would continue to operate as they do currently. The existing hotel uses would remain in place and operational, the existing surface parking lots would be retained, no new buildings or parking garages would be constructed, no on-site landscaping improvements would occur, and no intersection improvements would occur.

Finding

Therefore, the City rejects the No Project/Existing Development as it fails to satisfy the Project's underlying purpose and to meet most Project objectives, and because specific economic, legal, social, technological or other considerations make the alternative infeasible.

Rationale

No Project/Existing Development would have fewer impacts compared to the Project in terms of aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, population and housing, public services, recreation, short-term transportation, tribal cultural resources, and utilities and service systems. The No Project/Existing Alternative would result in greater land use and planning impacts and long-term transportation impacts. The No Project/Existing Alternative would eliminate significant and unavoidable impacts related to air quality. In terms of achieving the Project objectives, the No Project/Existing Alternative would meet none.

3.1.2 Alternative B - Reduced Development Alternative: Exclusion of PCC–North

Description

Alternative B proposes a reduction in the Project to eliminate the significant impacts related to population growth projections and the AQMP, as well as lessen the proposed development intensity by eliminating PCC-North from the Specific Plan boundaries.

The Southern California Association of Government's (SCAG) forecasted population growth for the City of El Segundo is 500 persons between 2016 and 2045. Assuming 2.35 persons per household, the proposed Project's 263 residential units would accommodate 618 individuals at full occupancy of all units. If these 618 individuals would be new residents to the City, then the proposed Project would exceed SCAG's estimated projections through 2045

by 118 persons. Alternative B would not exceed SCAG's estimated projection through 2045. Considering the population growth anticipated in the 2016 RTP/SCS of 600 individuals within the City between 2012 and 2040, the proposed Project would result in a population growth in the City that would exceed the growth assumptions in the 2016 RTP/SCS, and would thereby exceed the population growth assumptions in the AQMP. Thus, Alternative B would eliminate an adequate amount of residential units to eliminate this significant and unavoidable impact.

All mitigation measures required under the proposed Project would be implemented prior to or during Project construction for all sites, with the exception of MM-HAZ-1, which is specifically related to PCC-North. Therefore, Alternative B is proposed as a reduced development alternative to exclude PCC-North. Under Alternative B, there would be no development north of Mariposa Avenue, which is included in the proposed Specific Plan as PCC-North. The Specific Plan would be prepared under Alternative B, excluding PCC-Mixed Use 2 (PCC-North) from the land use district. The PCC-North property would remain surface parking lot and no changes to the general plan land use designation or zoning would occur for that area.

Under Alternative B, there would be two phases of Project construction, similar to the proposed Project; however, Phase 2 would only involve construction of PCC-South, rather than PCC-South and PCC-North overlapping. Alternative B would include development of one multi-level parking garage, 120 residential units, and 5,756 square feet of commercial at PCC-South, and one multi-level parking garage and 3,273 square feet of commercial at PCC-Fairfield Parking, for a total of 120 units and 9,029 square feet of commercial, in addition to the continuation of the existing two hotels, as under the proposed Project.

Phase 1 for PCC-Fairfield Parking would include a five-level parking garage (65 feet in height) with commercial/retail on a portion of the ground floor fronting PCH, as set forth in the proposed Project. During Phase 1, all hotel guests would continue to park at surface parking lots north of Mariposa Avenue (PCC-North), which includes 232 parking spaces, as well as the parking lot north of Holly Avenue, which includes 165 parking spaces, for a total of 397 spaces. This would accommodate the peak parking demand at full occupancy for both hotels of 352 parking spaces. Once Phase 1 is completed, parking for the Fairfield Inn and Suites Hotel would move from PCC-North to the newly constructed garage at PCC-Fairfield Parking, which would include 215 replacement parking spaces for the Fairfield Inn and Suites Hotel and would be shared between the hotel and the commercial/retail uses. The 215 spaces from PCC-Fairfield Parking plus the 165 parking spaces at the surface parking lot for the Aloft Hotel, totaling 380 parking spaces, would provide adequate parking for the 352 hotel spaces and 28 spaces for the proposed 3,273 square feet of commercial at PCC-Fairfield Parking.

Phase 2 of development would include the construction of eight levels of parking garage (i.e., two levels of subterranean and six levels above ground) located behind the commercial/retail uses and adjacent to the existing Aloft Hotel and fronting PCH, as set forth in the proposed Project. During Phase 2, the Aloft Hotel would remain in operation and hotel patrons would park at the PCC-North lot (232 parking spaces), which can accommodate the demand of 145 vehicles at full hotel occupancy (Appendix J-2). Once Phase 2 is completed, parking for the Aloft Hotel would move from PCC-North to the eight-level parking garage, which would provide a total of 336 parking spaces, including 165 spaces for the residential units, and 171 shared spaces. The parking provided between the five-level parking garage at PCC-Fairfield Parking and the eight-level garage at PCC-South would be sufficient for the long-term operation of the proposed uses at both sites, in addition to the hotel parking.

Under Alternative B, the eastbound lane of Mariposa Avenue at PCH would be reconfigured in the same manner as the proposed Project, from one left lane and one through-right lane to one left, one through, and one right-turn lane.

Once operational, Alternative B would represent a reduction in proposed square footage, as well as a reduction in the overall footprint of Specific Plan area. Alternative B would reduce the Specific Plan total development square footage from 622,398 square feet to 437,398 square feet, to be located only within PCC-South and PCC-Fairfield Parking.

The exclusion of the PCC-North property from the Specific Plan under Alternative B, and the fact that PCC-South and PCC-Fairfield Parking would provide for all parking requirements for the proposed Specific Plan land uses, would make the surface parking lot at PCC-North available for other potential future uses. Potential future uses, if any, would be based on market conditions would likely require a future General Plan Amendment and zone change; however, any future uses at PCC-North would be too speculative for evaluation in this Draft EIR (State CEQA Guidelines Section 15145). Therefore, for the purposes of this analysis under Alternative B, it is assumed no changes to the PCC-North site would occur.

Finding

Therefore, the City rejects the Reduced Development Alternative: Exclusion of PCC–North as it fails to satisfy the Project's underlying purpose and to meet most Project objectives, and because specific economic, legal, social, technological or other considerations make the alternative infeasible.

Rationale

The Reduced Development Alternative: Exclusion of PCC–North would have fewer impacts compared to the Project in terms of air quality, energy, land use and planning, population and housing, public services, recreation, and transportation. The Reduced Development Alternative: Exclusion of PCC–North would be similar to the Project in terms on cultural resources, geology and soils, long-term hazards and hazardous materials, long-term hydrology and water quality, long-term transportation, and tribal cultural resources. The Reduced Development Alternative: Exclusion of PCC–North would reduce significant and unavoidable impacts related to air quality. In terms of achieving the Project objectives, the Reduced Development Alternative: Exclusion of PCC–North would meet all, with the exception of partially meeting one objective to facilitate a safe and walkable community along Pacific Coast Highway by providing a mix of land uses, including commercial at the street-level with residential uses above.

3.1.3 Alternative C - Reduced Development: Reduce 1 Level from PCC-South and PCC-North

Description

Alternative C proposes to implement a reduced unit count on PCC-South and PCC-North to lessen population growth impacts and aesthetic impacts, and to eliminate the significant and unavoidable impact associated with conflicts with the AQMP. The Southern California Association of Government's forecasted population growth for the City of El Segundo is 500 persons between 2016 and 2045. Assuming 2.35 persons per household, the proposed Project's 263 residential units would accommodate 618 individuals. If these 618 individuals would be new residents to the City, then the proposed Project would exceed SCAG's estimated projections through 2045 by 118 persons. Alternative C would not exceed SCAG's estimated projection through 2045. Considering the population growth anticipated in the 2016 RTP/SCS of 600 individuals within the City between 2012 and 2040, which was used in the development of the AQMP, the proposed Project would result in a population growth in the City that would exceed the growth assumptions in the 2016 RTP/SCS, and would thereby exceed the population growth

assumptions in the AQMP by 18 individuals. Alternative C would eliminate an adequate amount of residential units to eliminate this significant and unavoidable impact.

Alternative C would not include Level L-5 from PCC-South and PCC-North, which contain 25 units and 29 units, respectively (see Figure 3-4E, PCC-South Levels L-2 to L-5 and Figure 3-6D, PCC-North Levels L-2 to L-5). Therefore, Alternative C would accommodate 491 individuals. Level L-5 contains 34 spaces on PCC-South and 39 parking spaces on PCC-North. Thus, parking would be reduced from 336 to 302. Additionally, Alternative C would reduce of PCC-South from 84 feet to 74 feet in height from finished grade to the highest point of measurement and would reduce PCC-North from 78 feet to 68 feet in height from finished grade to the highest point of measurement.

Once operational, Alternative C would represent a reduction in proposed square footage; however, the footprint of the building area would remain the same. Alternative C would reduce the Specific Plan total development square footage from 622,398 square feet to 584,686 square feet, excluding parking.

Finding

Therefore, the City rejects the Reduced Development: Reduce 1 Level from PCC-South and PCC-North as specific economic, legal, social, technological or other considerations make the alternative infeasible.

Rationale

The Reduced Development: Reduce 1 Level from PCC-South and PCC-North would have fewer impacts compared to the Project in terms aesthetics, air quality, energy, greenhouse gas emissions, long-term noise, population and housing, public services and recreation, long-term transportation, and utilities and service systems. The Reduced Residential Alternative would be similar to the Project in terms on cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, short-term noise, short-term transportation, and tribal cultural resources. The Reduced Development: Reduce 1 Level from PCC-South and PCC-North would reduce significant and unavoidable impacts related to air quality. Under the Reduced Development: Reduce 1 Level from PCC-South and PCC-North, all of the objectives of the Project would be achieved

3.2.4 Environmentally Superior Alternative

An EIR must identify an “environmentally superior” alternative; and, where the no project alternative is environmentally superior, the EIR is then required to identify an alternative from among the others evaluated as environmentally superior (14 CCR 15126.6[e][2]).

Alternative A would result in reduced environmental impacts to all environmental topics in the short-term because construction activity would not occur. Similarly, Alternative A would result in reduced environmental impacts to all environmental topics in the long-term, including elimination of the significant unavoidable impact related to conflicts with the AQMP, because no operational changes would occur. Although, no mitigation measures would be required for Alternative A, the two hotels would continue to be inconsistent with applicable zoning and land use regulations for the Project site. Under Alternative A, the Project site would remain in its existing condition and potential benefits of the proposed Project related to providing new living and working opportunities in close proximity to transit would not occur. Additionally, the proposed Project would redevelop surface parking lots and construct a mix of land uses including residential and commercial, which would help the City to achieve its goals and policies related to land use, circulation, economic development, and housing, which would not occur under Alternative A. Nevertheless, the elimination of all construction and operational impacts associated with the proposed Project

would result in a more environmentally superior alternative when compared to the proposed Project, Alternative B, or Alternative C.

As required under CEQA Guidelines Section 15126.6(e)(2), if the environmentally superior alternative is the "no project" alternative, the EIR must also identify an environmentally superior alternative among the other alternatives

Alternative B would reduce short-term construction-related impacts when compared to the proposed Project for all environmental topics. Alternative B would eliminate the necessity of MM-HAZ-2 since no development would occur at PCC-North. For long-term operational impacts, most environmental factors would have similar, albeit reduced, impacts under Alternative B to the proposed Project. Alternative B would have similar impacts to the proposed Project in the six areas: cultural resources, geology and soils, long-term hazards and hazardous materials, long-term hydrology and water quality, land use and planning, short-term transportation and tribal cultural resources. Alternative B would eliminate the significant unavoidable impact related to conflicts with the AQMP.

Alternative C would not eliminate any mitigation measures required under the proposed Project. Additionally, Alternative C would have similar impacts to the proposed Project in ten areas: cultural resources, geology and soils, short- and long-term hazards and hazardous materials, short- and long-term hydrology and water quality, land use and planning, short-term noise, short-term transportation, and tribal cultural resources. Alternative C would eliminate the significant unavoidable impact related to conflicts with the AQMP.

Because Alternative B would eliminate the need for MM-HAZ-2 and would reduce the intensity of development and the population growth when compared to both the proposed Project and Alternative C, Alternative B would be the environmentally superior alternative.

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4 General CEQA Findings

Based on the information contained in the administrative record and based on the facts stated below, the City makes the Findings set forth in Sections 4.1 and 4.2.

1. The plans for the proposed project have been prepared and analyzed so as to provide for public involvement in the planning and the CEQA processes.
2. To the degree that any impacts described in the Draft EIR are perceived to have a significant effect on the environment, or such impacts appear ambiguous as to their effect on the environment, any significant effect of such impacts has been substantially lessened or avoided by the mitigation measures set forth in the Draft and Final EIR.
3. Comments regarding the Draft EIR received during the public review period have been adequately addressed in Chapter 2, Responses to Comments Received, in the Final EIR. Any significant effects described in such comments were avoided or substantially lessened by the mitigation measures described in the Draft and Final EIR.

4.1 Findings Regarding Recirculation

The City finds that the Draft EIR does not require recirculation under CEQA (CEQA Section 21092.1, CEQA Guidelines Section 15088.5). CEQA Guidelines Section 15088.5 requires recirculation of an EIR prior to certification of the Final EIR when "significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review." As described in CEQA Guidelines Section 15088.5:

> New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation includes, for example, a disclosure showing that:
>
> 1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;
> 2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
> 3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it;
> 4. The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

In addition, CEQA Guidelines Section 15088.5(b) provides that "recirculation is not required where the new information added to the EIR merely clarifies and amplifies or makes insignificant modifications in an adequate EIR." Recirculation also is not required simply because new information is added to the EIR — indeed, new information is oftentimes added given CEQA's public/agency comment and response process and CEQA's post-Draft EIR circulation requirement of proposed responses to comments submitted by public agencies. In short,

recirculation is "intended to be an exception rather than the general rule." *(Laurel Heights Improvement Assn. v. Regents of University of California* (1993) 6 Cal.4th 1112, 1132.)

As such, the City makes the following Findings:

1. None of the public comments submitted to the City regarding the Draft EIR present any significant new information that would require the Draft EIR to be recirculated for public review.
2. No new or modified mitigation measures are proposed that would have the potential to create new significant environmental impacts.
3. The Draft EIR adequately analyzed project alternatives and there are no feasible project alternatives or mitigation measures considerably different from others previously analyzed that would clearly lessen the significant environmental impacts of the project.
4. The Draft EIR was not fundamentally and basically inadequate and conclusory in nature and did not preclude meaningful public review and comment.

In this legal context, the City finds that recirculation of the Draft EIR prior to certification is not required. In addition to providing responses to comments, the Final EIR includes revisions to expand upon information presented in the Draft EIR (Chapter 3, Changes to the EIR); explain or enhance the evidentiary basis for the Draft EIR's findings; update information; and to make clarifications, amplifications, updates, or helpful revisions to the Draft EIR. The Final EIR's revisions, clarifications and/or updates do not result in any new significant impacts or increase the severity of a previously identified significant impact.

In sum, the Final EIR demonstrates that the proposed project would not result in any new significant impacts or increase the severity of a significant impact, as compared to the analysis presented in the Draft EIR. The changes reflected in the Final EIR also do not indicate that meaningful public review of the Draft EIR was precluded in the first instance. Accordingly, recirculation of the EIR is not required as revisions to the EIR are not significant as defined in Section 15088.5 of the CEQA Guidelines.

4.2 Legal Effects of Findings

To the extent that these Findings conclude that the proposed mitigation measures outlined herein are feasible and have not been modified, superseded, or withdrawn, the City hereby commits to implementing these measures. These Findings, in other words, are not merely informational, but rather constitute a binding set of obligations that will come into effect when the City approves the proposed project

The mitigation measures that are referenced herein and adopted concurrently with these Findings will be effectuated through the process of construction and implementation of the proposed project.

5 Statement of Overriding Considerations

Pursuant to California Public Resources Code, Section 21081(b), and CEQA Guidelines Section 15093(a) and (b), the decision-making agency is required to balance, as applicable, the economic, legal, social, technological, or other benefits of the project against its unavoidable environmental risks when determining whether to approve a project. If the specific economic, legal, social, technological, or other benefits of the project outweigh the unavoidable adverse environmental effects, those effects may be considered "acceptable" (14 CCR 15093 (a)). CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are not avoided or substantially lessened. Those reasons must be based on substantial evidence in the Final EIR or elsewhere in the administrative record (14 CCR 15093(b)).

Courts have upheld overriding considerations that were based on a variety of policy considerations including, but not limited to, new jobs, stronger tax base, and implementation of an agency's economic development goals, growth management policies, redevelopment plans, the need for housing and employment, conformity to community plan, and provision of construction jobs, See *Towards Responsibility in Planning v. City Council* (1988) 200 Cal App. 3d 671; *Dusek v. Redevelopment Agency* (1985) 173 Cal App. 3d 1029; *City of Poway v City of San Diego* (1984) 155 Cal App. 3d 1037; *Markley v. City Council* (1982) 131 Cal App.3d 656. In accordance with the requirements of CEQA and the CEQA Guidelines, the City finds that the mitigation measures identified in the Final EIR and the MMRP, when implemented, will avoid or substantially lessen virtually all of the significant effects identified in the Final EIR for the Pacific Coast Commons Specific Plan. However, certain significant impacts of the proposed project are unavoidable even after incorporation of all feasible mitigation measures. These significant unavoidable impacts result from air quality impacts due to conflict with SCAQMD 2016 AQMP (see Section 2.2).

The City finds that all feasible mitigation measures identified in the Final EIR that are within the purview of the City would be implemented with the proposed project. As identified below, the City further finds that the remaining significant unavoidable effects are outweighed and are found to be acceptable due to the following specific overriding economic, legal, social, technological, or other benefits, based upon the facts set forth above, the Final EIR, and the record.

The City finds that any one of the benefits set forth below is sufficient by itself to warrant approval of the proposed project. This determination is based on the findings herein and the evidence in the record. Having balanced the unavoidable adverse environmental impacts against each of the benefits, the City hereby adopts this Statement of Overriding Considerations for the following reasons:

a. The proposed project would maintain the existing hotel uses while providing for a mixed-use multiple-family and commercial neighborhood.
b. The proposed project would provide additional housing opportunities that support the goals of the Housing Element of the City's General Plan.
c. The proposed project would improve the jobs/housing balance in the City of El Segundo, help address the regional housing shortage, and support and retain existing businesses by providing needed housing for employees.
d. The proposed project would enhance bicycle and vehicular circulation through roadway intersection improvements that facilitate a safe and walkable community along Pacific Coast Highway.

e. The proposed project would eliminate surface parking lots and provide parking garages that allow for sharing among hotel, commercial, and residential land uses.
f. The proposed project would reduce single-occupancy vehicle use by providing a mix of land uses in walkable proximity to the Metro C Line and the City's downtown.

On balance, the City finds that there are specific economic, legal, social, technological, and other considerations associated with the proposed project that serve to override and outweigh the significant unavoidable effects of the proposed project and, thus, the adverse effects are considered acceptable. Therefore, the City hereby adopts this Statement of Overriding Considerations.

6 Conclusion

The mitigation measures listed in conjunction with each of the findings set forth above, as implemented through the MMRP, will eliminate or reduce to a less-than-significant level most of the adverse environmental impacts of the Project. The significant and unavoidable impacts of the Project would be rendered acceptable by the specific economic, legal, social, technological, or other benefits identified in Section 5, Statement of Overriding Considerations.

Taken together, the Final EIR, the mitigation measures, and the MMRP provide an adequate basis for approval of the Project.

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RESOLUTION NO. 2906

A RESOLUTION RECOMMENDING THAT THE CITY COUNCIL (1) RESCIND THE APPROVALS OF SUB NO. 14-05, LOT TIE COVENANT NO. MISC 14-03 AND OFF-SITE PARKING COVENANT NO. MISC 14-06; (2) AMEND CONDITIONAL USE PERMIT NO. 14-01 TO ALLOW THE CONTINUED OPERATION OF AN EXISTING 350-ROOM HOTEL (NORTH HOTEL SITE OF THE FORMER HACIENDA HOTEL PROPERTY) IN ADDITION TO THE PREVIOUSLY APPROVED ALCOHOL SERVICE AT 525 NORTH PACIFIC COAST HIGHWAY; AND (3) APPROVE OFF-SITE PARKING FOR THE NORTH HOTEL SITE

(PROJECT NO. EA-1248; MODIFICATION OF CONDITIONAL USE PERMIT NO. CUP 14-01; AND OFF-SITE PARKING).

(NORTH HOTEL)

The Planning Commission of the City of El Segundo does resolve as follows:

SECTION 1: The Commission finds and declares that:

A. On October 9, 2014 the Planning Commission approved Resolution No. 2759 approving an application to modify the then 619-room Hacienda Hotel into two hotels, a 350-room north hotel site (the “North Hotel”) and a 246-room south hotel site (the “South Hotel”). Along with approving this modification, Resolution No. 2759 approved an amendment to an existing conditional use permit (CUP No. 87-01) to allow operation of a bar serving alcohol (BAR 525), and alcohol service in meeting, banquet and breakfast rooms, the pool and patio area, and alcohol sales in the hotel convenience market in the North Hotel (the amended conditional use permit is designated CUP No. 14-01), a tentative map to reconfigure the existing lots into two separate parcels for the North Hotel and South Hotel (SUB No. 14-05), an off-site parking covenant to permit 213 off-site parking spaces for the North Hotel in a surface parking lot located north of Mariposa Avenue (Off-Site Parking Covenant No. MISC 14-06) and a lot-tie covenant holding the existing three parcels underlying the existing off-site parking lot as one property for parking purposes (Lot Tie Covenant No. MISC 14-03). The property owner never recorded the map.

B. Subsequent to the approvals listed above, the property was sold on May 13, 2019. BRE El Segundo Property Owner A LLC, BRE El Segundo Property Owner B LLC and BRE El Segundo Parking LLC (collectively “BRE”) filed several applications to develop the hotel properties with a mixed-use development known as the Pacific Coast Commons Specific Plan. Under the proposed Specific Plan, hotels will be allowed as a conditionally permitted use. BRE’s application includes a request to amend the existing Conditional Use Permit (CUP No. 14-01) for the North Hotel Site (Fairfield Inn and Suites Hotel) located at 525 Pacific Coast Highway (the “Project Site") to allow the continued use of the hotel, the continued alcohol service in the existing bar,

(BAR 525), meeting, banquet and breakfast rooms, in the pool and patio area, alcohol sales in the convenience market in the hotel, and the modification of the off-site parking.

C. As part of the Pacific Coast Commons Specific Plan, the City Council will consider Vesting Tentative Map. No. 82806 that will combine the 12 existing parcels comprising the hotel properties into 4 parcels and create two parcels at the north parking lot site that is currently comprised of 3 parcels held together by a lot-tie covenant. Additionally, the Council will consider a Shared Parking Agreement in conjunction with a Parking Demand Study and Shared Parking Analysis to establish the parking requirements among the various uses.

D. The Pacific Coast Commons Specific Plan Project (the "Project") includes the discretionary actions contemplated herein and all of the discretionary actions required for the Project are collectively identified as Environmental Assessment No. EA-1248.

E. The Project has been reviewed by the City's Development Services Department for, in part, consistency with the General Plan and conformity with the El Segundo Municipal Code ("ESMC");

F. In addition, the City reviewed the Project's potential environmental impacts under the California Environmental Quality Act (Public Resources Code §§ 21000, *et seq.*, "CEQA") and the regulations promulgated thereunder (14 Cal. Code of Regulations §§15000, *et seq.*, the "CEQA Guidelines");

G. The Development Services Department completed its review and scheduled a public hearing regarding the application before this Commission for November 18, 2021; along with consideration of all the approvals required for the Pacific Coast Commons Specific Plan project including Environmental Assessment No. EA-1248;

H. On November 18, 2021, the Commission held a noticed public hearing to receive public testimony and other evidence regarding the application including, without limitation, information provided by BRE El Segundo Property Owner A LLC, BRE El Segundo Property Owner B LLC and BRE El Segundo Parking LLC and its representatives;

I. On November 18, 2021, the Planning Commission continued the public hearing to December 9, 2021;

J. The Commission considered the information provided by City staff, public testimony, and the representatives for the applicant; and

K. This Resolution, and its findings are made based upon the entire administrative record including, without limitation, testimony and evidence presented to the Commission at its November 18 and December 9, 2021

public hearing including, without limitation, the staff report submitted by the Development Services Department.

SECTION 2: *Factual Findings and Conclusions*. The Planning Commission finds that the following facts exist:

A. The North Hotel is comprised of one five-story hotel building, one nine-story hotel building, and a two-story conference center ("food and beverage building"). The existing 350-room hotel will be located in the Pacific Coast Commons Specific Plan (PCCSP) Zone upon adoption of the Pacific Coast Commons Specific Plan.

B. The North Hotel site consists of six legal lots. The hotel site is located on the west side of Pacific Coast Highway and includes the northern half of the block between East Mariposa Avenue to the north, East Holly Avenue to the south and Indiana Street to the east. The North Hotel site will consist of one lot (Lot 3) after the recordation of Vesting Tentative Map No. 82806. The total lot area will be 67,487 square feet.

C. The North Hotel utilizes two parking area. Currently, parking is provided through a combination of 33 on-site parking spaces and 213 off-site parking spaces at the existing hotel surface parking lot immediately north of Mariposa Avenue with three driveway access points from Pacific Coast Highway, Holly Avenue and Indiana Street. The parking at the 236-space surface parking lot north of Mariposa is provided through an off-site parking covenant. A Shared Use Parking Agreement will replace the off-site parking covenant after the recordation of Vesting Tentative Map No. 82806. After construction of the Fairfield Parking Structure that will be located on the newly created lot immediately north of the Fairfield Inn and Suites hotel, 26 parking spaces will remain on site. The remainder of the parking will be provided off-site at the Fairfield Parking Structure with additional overflow parking provided through the Shared Use Parking Agreement. When the Pacific Coast Commons project is built out there will be parking structures on Lots 1, 4 and 5 of Vesting Tentative Map No. 82806, which will accommodate parking for the North Hotel, the South Hotel, other commercial uses and the multiple-family residential development. A Shared Use Parking Agreement will be recorded to share parking for any overflow needs for the hotel, other commercial uses, and multiple-family residential guest parking within the Pacific Coast Commons Specific Plan.

D. The North Hotel includes an existing bar with alcohol service. The applicant sells a full line of alcoholic beverages for consumption in the following locations in the North Hotel: bar; meeting, banquet and breakfast rooms, and the pool and patio area. The applicant sells beer and wine in a hotel convenience market. Conditional Use Permit No. 14-01 for alcohol service runs with the land and will continue to allow sales between the hours of 6 a.m. and 2 a.m. daily. The applicant has a California Department of Alcoholic

Beverage Control for a Type 47 license (on-site beer, wine and distilled spirits).

E. The Project includes a request to amend the existing North Hotel conditional use permit (CUP No. 14-01) to be applicable to the North Hotel and its existing associated alcohol uses (for on-site sales of beer, wine and distilled spirits and sales of beer and wine in the hotel convenience market) in order to be consistent with the conditionally permitted uses allowed with the adoption of the Pacific Coast Commons Specific Plan (PCCSP).

SECTION 3: *Environmental Assessment*. The modifications set forth in this Resolution were part of the overall Pacific Coast Commons Project analyzed as part of EA-1248. An environmental impact report was prepared for the project and, by separate resolution (Resolution No. 2905), the Planning Commission has recommended that the City Council certify the Final Environmental Impact Report. The findings and recommendation set forth in Resolution No. 2905 and are incorporated herein by reference.

SECTION 4: *General Plan Findings*. The changes approved by this resolution will further the goals, policies and objectives of the General Plan and will not obstruct their attainment. Specifically:

A. The hotel use and alcohol use are existing uses and are conditionally permitted in the Pacific Coast Commons Specific Plan.

B. The hotel use is consistent with Economic Development Element Policy ED 1-2.2 to "maintain and promote land uses that improve the City's tax base, balancing economic development and quality of life goals." The existing renovated hotel facility has resulted in a site that improves the City's tax base because the hotel is a more attractive destination to visitors, which has improved occupancy and room rates. The North Hotel contributes to the City's quality of life as it improves the appearance of existing hotel buildings located on Pacific Coast Highway, the City's major commercial corridor.

C. The North Hotel is consistent with Circulation Element Objective C3-2 to "ensure the consideration of the impacts of land use decisions on the City's parking situation." The Project will provide parking in compliance with the parking requirements established in the Pacific Coast Commons Specific Plan and the Parking Demand Study and Shared Use Analysis for the hotel and other planned uses. Currently, parking is provided through a combination of 33 on-site parking spaces and 213 off-site parking spaces at the existing hotel surface parking lot north of Mariposa Avenue. The parking at the surface parking lot north of Mariposa is provided through an off-site parking covenant. A Shared Use Parking Agreement will replace the off-site parking covenant after the recordation of Vesting Tentative Map No. 82806. The Fairfield Inn and Suites hotel will have direct pedestrian access from the hotel lobby to an entrance to the Fairfield Parking Structure across the driveway.

D. Noise Element Objective N1-2 to ensure that City residents are not exposed to stationary noise levels in excess of El Segundo's Noise Ordinance standards." The North Hotel is required to operate in compliance with the City's noise ordinance.

SECTION 5: *Conditional Use Permit Amendment Findings.* Pursuant to ESMC § 15-23-6, the Planning Commission finds that amending CUP No. 14-01 to allow for the continued use of the North Hotel with alcohol service is appropriate based on the following:

A. The North Hotel with alcohol service meets the objectives of ESMC Title 15 and the purposes of the zone in which the site is located. The PCC COM-3 Land Use District in the Pacific Coast Commons Specific Plan (PCCSP) Zone allows for a hotel as a conditionally permitted use. A bar serving alcohol is a typical accessory use in a hotel and is also allowed in the PCC COM-3 Land Use District pursuant to a conditional use permit. The hotel including the bar are existing uses. A bar is a typical amenity for this class of hotel. The alcohol service at the existing bar, meeting, banquet and breakfast rooms, and in the outdoor pool and patio area, as well as the alcohol sales in the convenience market in the hotel is appropriate for a hotel use. Therefore, the proposed location meets the objectives of the Pacific Coast Commons Specific Plan (PCCSP) Zone and Title 15.

B. The North Hotel and the continued service of alcohol will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity. The existing hotel has been in operation at the site for over 64 years. The proposed amendment will not change hotel operations at the North Hotel site in any significant manner. The bar must be operated in a manner consistent with the conditions of approval as well as with ESMC noise and nuisance standards. The alcohol service proposed for the North Hotel will be the same as existing operating conditions. Compliance with project conditions of approval, ABC requirements, and ESMC noise and nuisance requirements will result in a conditional use not detrimental to public health, safety and welfare.

C. The North Hotel and the continued service of alcohol will comply with each of the applicable provisions of ESMC Chapter 15-23. The bar serving alcohol in the North Hotel is compatible with the hotel use at the site. The existing hotel has been in operation approximately 64 years and has had alcohol service over this time. The North Hotel alcohol service in the existing indoor bar as well as the meeting, banquet and breakfast rooms and the alcohol sales in the hotel convenience market are screened from view and have no visual or noise impacts on other uses, including residential uses, in the general vicinity. Outdoor alcohol service around the patio and pool area are screened from nearby residential and commercial neighbors by on-site buildings and walls. Any noise generated in the outdoor alcohol service areas are subject to ESMC Chapter 7-2 "Noise and Vibration" requirements. Impacts such as smoke, dust, or fumes are not associated with the requested conditional use. Furthermore, the use will generate traffic generally consistent with the existing

operation of the site, as the site currently is developed as a hotel with alcohol service.

D. The North Hotel must comply with State of California Department of Alcohol Beverage Control licensing requirements and maintain all applicable licenses.

E. The North Hotel with alcohol service is compatible with the particular use of the site and with other existing and potential uses in the general area. The long-established hotel use at the site is compatible with alcohol service. The hotel with alcohol service has been operating at the site for approximately 64 years and a hotel is a compatible use for a major commercial thoroughfare. The alcohol service operations at the North Hotel is not different from current hotel operations at the site. Indoor alcohol service will have no impact or adjacent residential properties. Outdoor alcohol service will be screened from adjacent residential properties.

F. The use is consistent and compatible with the purpose of the PCCSP Zone in that this zone allows for a range of commercial uses such as office, hotels, restaurants, retail, and on-site and off-site alcohol sales. A hotel with alcohol service including a bar serving alcohol is consistent with the purpose of this commercial zone and is compatible with other existing hotel, retail and restaurant uses in the area, some of which also sell alcohol.

G. The North Hotel with alcohol service will not be operated or maintained in a way detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity. As discussed in Finding No. 5.B above, the Project was conditioned to avoid impacts and the Project is required to meet ESMC and Building Code requirements regarding noise and safety.

SECTION 6: *Off-Site Parking Approval Findings (ESMC § 15-15-3(H)(3).).* After considering the factual findings of this Resolution, the Commission continues to find that off-site parking is appropriate for the North Hotel use based on the following:

A. The North Hotel is in close proximity of the off-site parking facilities. The existing off-site surface parking lot is within reasonable walking distance of the North Hotel. The south end of the surface parking lot is within 100 feet of the North Hotel lobby entrance. Additionally, after construction of the Fairfield Parking Structure, the North Hotel will meet its parking needs with 26 on-site parking spaces and the spaces provided in the Fairfield Parking Structure. Although the Fairfield Parking Structure will be located off-site as a result of the newly created lots from the recordation of the Vesting Map No. 82806, the Fairfield Parking Structure will have direct pedestrian access across the driveway from the hotel lobby entrance on the lot to the north.

B. The North Hotel has good pedestrian access to the existing off-site parking facilities. Pedestrians can easily access the off-site parking from the North Hotel on the Pacific Coast Highway sidewalk. The intersection of Pacific Coast

Highway and Mariposa Avenue has a controlled crosswalk and the off-site parking area is located less than 100 feet from the north end of this crosswalk. The parking lot can be accessed from both Mariposa Avenue and Pacific Coast Highway. Additionally, after construction of the Fairfield Parking Structure, the North Hotel will meet its parking needs with 26 on-site parking spaces and the spaces provided in the Fairfield Parking Structure. Although the Fairfield Parking Structure will be located off-site as a result of the newly created lots from the recordation of the Vesting Map No. 82806, the Fairfield Parking Structure will have direct pedestrian access across the driveway from the hotel lobby entrance on the lot to the north.

C. There is no need for transportation to and from this off-site parking facilities because of the close proximity of the parking lot to the hotel. Additionally, after construction of the Fairfield Parking Structure, the North Hotel will meet its parking needs with 26 on-site parking spaces and the spaces provided in the Fairfield Parking Structure. Although the Fairfield Parking Structure will be located off-site as a result of the newly created lots from the recordation of the Vesting Map No. 82806, the Fairfield Parking Structure will have direct pedestrian access across the driveway from the hotel lobby entrance on the lot to the north.

D. Hotel parking is an appropriate use type for off-site parking. Hotel parking is typically low turnover with guests leaving cars parked overnight and leaving the site for extended periods with infrequent travel to and from the site.

SECTION 7: *Actions.*

A. Based on the information and findings set forth above, the Planning Commission hereby recommends that the City Council approve the modification of Conditional Use Permit No. CUP 14-01 which authorized the service of alcohol at the North Hotel to also allow the continued operation of a 350-room hotel. The Planning Commission further recommends that the City Council approve the use of off-site parking for the North Hotel in accordance with a Shared Use Parking Agreement. The Planning Commission recommends that these approvals be made subject to the conditions set forth in Exhibit “A”.

B. The Planning Commission recommends that the City Council rescind approval of Subdivision No. SUB 14-05, Lot Tie Covenant No. MISC 14-03, and Off-Site Parking Covenant No. MISC 14-06.

SECTION 8: *Reliance on Record*. Each and every one of the findings and determinations in this Resolution are based on the competent and substantial evidence, both oral and written, contained in the entire record relating to the project. The findings and determinations constitute the independent findings and determinations of the Planning Commission in all respects and are fully and completely supported by substantial evidence in the record as a whole. The absence of any particular fact from any such summary is not an indication that a particular finding is not based in part on that fact.

SECTION 9: *Limitations*. The Planning Commission's analysis and evaluation of the project is based on the best information currently available. It is inevitable that in evaluating a project that absolute and perfect knowledge of all possible aspects of the project will not exist. One of the major limitations on analysis of the project is the Planning Commission's lack of knowledge of future events. In all instances, best efforts have been made to form accurate assumptions.

SECTION 10: *Operative Date.* This Resolution shall take effect immediately upon its passage and adoption.

SECTION 11: The Commission Secretary is directed to mail a copy of this Resolution to BRE El Segundo Property Owner A LLC, BRE El Segundo Property Owner B LLC, and BRE El Segundo Parking LLC and to any other person requesting a copy.

SECTION 12: This Resolution may be appealed within ten (10) calendar days after its adoption. All appeals must be in writing and filed with the City Clerk within this time period. Failure to file a timely written appeal will constitute a waiver of any right of appeal.

PASSED, APPROVED AND ADOPTED this 9th day of December 2021.

_____
Ryan Baldino, Chair
City of El Segundo Planning Commission

ATTEST:

_____
Michael Allen, Secretary

Baldino	-
Newman	-
Hoeschler	-
Keldorf	-
Maggay	-

APPROVED AS TO FORM:
Mark D. Hensley, City Attorney

By: _____
Gregg Kovacevich, Assistant City Attorney

PLANNING COMMISSION RESOLUTION NO. 2906

Exhibit A

CONDITIONS OF APPROVAL

In addition to all applicable provisions of the El Segundo Municipal Code ("ESMC"), BRE El Segundo Property Owner A LLC, BRE El Segundo Property Owner B LLC, and BRE El Segundo Parking LLC agrees to comply with the following provisions as conditions for the City of El Segundo's approval of modification of CUP No. 14-01 and approval of Off-Site Parking ("Project Conditions"):

Planning Division Conditions

1. Any subsequent modification to the North Hotel as approved, including the site plan and landscaping, must be referred to the Director of Development Services to determine if the proposed modification in compliance with the Pacific Coast Commons Specific Plan.

2. The final irrigation plans must comply with the following:

    a. Efficient irrigation systems must be installed which minimize runoff and evaporation and maximize the water which will reach plant roots (e.g., drip irrigation, automatic sprinklers equipped with moisture sensors).

    b. Automatic sprinkler systems must be set to irrigate landscaping during early morning hours or during the evening to reduce water losses from evaporation. Sprinklers must also be reset to water less often in cooler months and during the rainfall season so that water is not wasted by excessive landscaping irrigation.

3. A Shared Use Parking Agreement shall be prepared and reviewed and approved by the Director of Development Services and the City Attorney. The Shared Use Parking Agreement will grant Lots 1 through 5 of Vesting Map No. 82806 rights to shared use of parking provided on Lots 1, 4 and 5 of Vesting Map No. 82806. The shared parking will be permitted for all commercial uses, including hotel uses, and guest parking for the multi-family residential uses located on Lots 1 and 5 of Vesting Map No. 82806. Guest parking for the townhomes that are located on Lot 6 will be provided on Lot 5 of Vesting Map No. 82806.

    The Shared Use Parking Agreement will rescind "Covenant and Agreement Regarding Maintenance and Use of Off-Site Parking" for property commonly known as 629 North Sepulveda Boulevard (now known as 629 North Pacific Coast Highway), recorded on July 1, 2015, as Instrument No. 20150792117, of Official Records, Recorder's Office of the County of Los Angeles, California. The Shared Use Parking Agreement will rescind "Covenant and Agreement Regarding

Maintenance of Parking Site" for property commonly known as 629 North Sepulveda Boulevard (now known as 629 North Pacific Coast Highway) recorded on April 1, 2015, as Instrument No. 20150351986, of Official Records, Recorder's Office of the County of Los Angeles, California.

4. A Reciprocal Easement Agreement shall be prepared to provide reciprocal access between Lot 2 and 3 of Vesting Tentative Map No. 82806 and reciprocal access to the Indiana Street public right-of-way. The Reciprocal Easement Agreement shall be reviewed and approved by the Director of Development Services and the City Attorney. The Reciprocal Easement Agreement shall not be recorded until the final map for Vesting Tentative Map No. 82806 is recorded.

5. A Reciprocal Easement Agreement shall be prepared to provide reciprocal access between Lots 3 and 4 of Vesting Tentative Map No. 82806 and reciprocal access to the public rights-of-way of Pacific Coast Highway and Indiana Street. The Reciprocal Easement Agreement shall be reviewed and approved by the Director of Development Services and the City Attorney. The Reciprocal Easement Agreement shall not be recorded until the final map for Vesting Tentative Map No. 82806 is recorded.

6. The existing turnout area on Pacific Coast Highway must be designated as the loading zone for the North Hotel.

7. The applicant must maintain all licenses required by the Alcohol Beverage Control Act (Business & Professions Code §§ 23300, *et seq*.). The applicant must continue to maintain all applicable licenses at the site.

8. Hours of operations for alcohol service at the North Hotel is limited to the hours between 6 a.m. and 2 a.m. daily.

9. Taxicab phone numbers must be posted in a conspicuous location at all times in the area(s) where alcohol is served to customers.

10. The premises must be maintained in a litter and graffiti-free manner. Any graffiti that appears on the premises must be removed within 48 hours.

11. The applicant must comply with all regulations of the Alcoholic Beverage Control Act and the regulations promulgated by the Alcoholic Beverage Control Board including, without limitation, the regulations set forth in 4 Cal. Code of Regs. §§ 55, *et seq.*

12. The applicant must post a sign in a clear and conspicuous location listing a phone number at which a responsible party may be contacted during all open hours of the establishment to address any concerns of the community regarding noise at the North Hotel. Said contact's name and phone number must also be available through hotel staff at all times.

13. The applicant must, at all times, display a *Designated Driver* sign of at least ten inches by ten inches (10" X 10") in the service area of the "food and beverage"

building. The sign must be worded in a way that reminds patrons who are consuming alcohol to designate a *non*-drinking driver.

14. There shall not be exterior advertising of any kind or type, including advertising directed to the exterior from within, promoting or indicating the availability of alcoholic beverages. Interior displays of alcoholic beverages which are clearly visible to the exterior also violate this condition.

15. All employees serving alcoholic beverages to patrons must enroll in and complete a certified training program approved by the State Department of Alcoholic Beverages Control (ABC) for the responsible sales of alcohol. The training must be offered to new employees on not less than a quarterly basis.

16. Any and all employees hired to sell alcoholic beverages must provide evidence that they have either:

    a. Completed training from the State of California Department of Alcoholic Beverage Control (ABC), Long Beach/Lakewood District Office administered *Leadership and Education in Alcohol and Drugs* (LEAD) Program in the form of an ABC-issued certificate; or

    b. Completed an accepted equivalent by the ABC, Long Beach/Lakewood District Office to ensure proper distribution of beer, wine and distilled spirits to adults of legal age;

    c. If any prospective employee designated to sell alcoholic beverages does not currently have such training, then the ABC-licensed proprietors must have confirmed with the Development Services Department within fifteen (15) days of the Director's decision, or by final project approval, that a date certain has been scheduled within the local ABC Office to complete the LEAD course.

    d. Within thirty (30) days of taking said course, the employees, or responsible employer must deliver each required certificate showing completion to the Police Department.

Building Safety Division Conditions

17. The project is required to comply with storm water requirements per NPDES Permit No. CAS0040001 Order Number R4-2021-0105

Public Works Department Conditions

18. The applicant must provide a water service connection and water meter for each parcel.

19. The project must comply with ESMC Chapter 5-4 regarding MS4 permit requirements.

Police Department Conditions

20. Street addressing must be a minimum of 6 inches tall, visible from the street or driving surface, of contrasting color to the background and directly illuminated during hours of darkness.

21. A safe for use by the hotel operator must be installed in a secured location and must be anchored. The location and anchoring is subject to review and approval by the Police Chief, or designee.

22. A sign that identifies the location is private property and that no trespassing is allowed must be installed at the entrance of the pool.

23. A minimum security camera plan must be prepared for the hotel building. The number of cameras and the locations of cameras are subject to Police Chief, or designee, review and approval. Monitoring and recording equipment must be stored in a secured area.

24. Cameras recording driveways and driving surfaces must monitor and record vehicle occupants and vehicle license plate number as they enter/exit.

25. Any security cameras must meet the City's minimum camera specifications and requirements as determined by the Police Chief, or designee.

26. The location and number of exterior mounted ladders are subject to Police Chief, or designee's, review and approval.

Fire Department Conditions

27. The applicant must provide the following conditions for any fire features:

    a. A barrier must be provided around the fire feature to prevent accidental access into the fire feature.

    b. The distance between the fire feature and combustible material and furnishings must meet the fire feature's listing and manufacturer's requirements.

    c. If the fire feature's protective barrier exceeds ambient temperatures, all exit paths and occupant seating must be a minimum 36 inches from the fire feature.

28. The applicant must provide for a central control station for Fire Department operations in the North Hotel. The rooms must comply with California Fire Code 915.4, as adopted by the ESMC.

Miscellaneous Conditions

29. BRE El Segundo Property Owner A LLC, BRE El Segundo Property Owner B LLC and BRE El Segundo Parking LLC agrees to indemnify and hold the City harmless from and against any claim, action, damages, costs (including, without limitation, attorney's fees), injuries, or liability, arising from the City's approval of modification of Conditional Use Permit No. CUP 14-01 and re-approval of Off-Site Parking. Should the City be named in any suit, or should any claim be brought against it by suit or otherwise, whether the same be groundless or not, arising out of the City approval of modification of Conditional Use Permit No. CUP 14-01 and re-approval of Off-Site Parking, the Applicant agrees to defend the City (at the City's request and with counsel satisfactory to the City) and will indemnify the City for any judgment rendered against it or any sums paid out in settlement or otherwise. For purposes of this section "the City" includes the City of El Segundo's elected officials, appointed officials, officers, and employees.

30. The Planning Commission is authorized to hear and act upon future applications for amendments to Conditional Use Permit 14-01 and the off-site parking approval.

By signing this document, Patrick Volz, Vice President, BRE El Segundo Property Owner A LLC, BRE El Segundo Property Owner B LLC and BRE El Segundo Parking LLC, certifies that he has read, understood, and agree to the Project Conditions listed in this document.

_____

Patrick Volz, Vice President
BRE El Segundo Property Owner A LLC, BRE El Segundo Property Owner B LLC, and BRE El Segundo Parking LLC

STAFF REPORT EXHIBIT NO. 6

RESOLUTION NO. 2907

A RESOLUTION RECOMMENDING THAT THE CITY COUNCIL AMEND CONDITIONAL USE PERMIT NO. 14-02 TO ALLOW THE CONTINUED OPERATION OF AN EXISTING 246-ROOM HOTEL IN ADDITION TO THE PREVIOUSLY APPROVED ALCOHOL SERVICE AT 475 NORTH PACIFIC COAST HIGHWAY AND APPROVE OFF-SITE PARKING FOR THE SOUTH HOTEL SITE

(PROJECT NO. EA-1248; AMENDMENT OF CONDITIONAL USE PERMIT CUP NO. 14-02; AND OFF-SITE PARKING).

(SOUTH HOTEL)

The Planning Commission of the City of El Segundo does resolve as follows:

SECTION 1: The Commission finds and declares that:

A. On October 9, 2014 the Planning Commission approved Resolution No. 2760 approving an application to modify the then 619-room Hacienda Hotel into two hotels, a 350-room north hotel site (the "North Hotel") and a 246-room south hotel site ("the South Hotel"). Along with approving this modification, Resolution No. 2760 approved a conditional use permit to allow operation of a bar serving alcohol and alcohol service in meeting spaces, the patio, and pool area in the South Hotel (CUP No. 14-02), a tentative map to reconfigure the existing lots into two separate parcels for the North Hotel and South Hotel (SUB No. 14-05), an off-site parking covenant to permit 23 off-site parking spaces for the South Hotel in surface parking lot located north of Mariposa Avenue (Off-Site Parking Covenant No. MISC 14-02) and a lot-tie covenant holding the existing three parcels underlying the existing off-site parking lot as one property for parking purposes (Lot Tie Covenant No. MISC 14-03). The property owner never recorded the map.

B. Subsequent to the approvals listed above, the property was sold on May 13, 2019. BRE El Segundo Property Owner A LLC, BRE El Segundo Property Owner B LLC and BRE El Segundo Parking LLC (collectively "BRE") filed several applications to develop the hotel properties with a mixed-use development known as the Pacific Coast Commons Specific Plan. Under the proposed Specific Plan hotels will be allowed as a conditionally permitted use. BRE's application includes a request to amend the existing Conditional Use Permit (CUP No. 14-02) for the South Hotel Site (Aloft Hotel) located at 475 Pacific Coast Highway (the "Project Site") to allow the continued use of the hotel, the continued alcohol service in the existing bar/lounge area, conference room and multi-purpose rooms, and pool deck and outdoor patio and the modification of the off-site parking.

C. As part of the Pacific Coast Commons Specific Plan, the City Council will consider Vesting Tentative Map. No. 82806 that will combine the 12 existing

parcels comprising the hotel properties into 4 parcels and create two parcels at the north parking lot site that is currently comprised of 3 parcels held together by a lot-tie covenant. Additionally, the Council will consider a Shared Parking Agreement in conjunction with a Parking Demand Study and Shared Parking Analysis to establish the parking requirements among the various uses.

D. The Pacific Coast Commons Specific Plan Project (the "Project") includes the discretionary actions contemplated herein and all of the discretionary actions required for the Project are collectively identified as Environmental Assessment No. EA-1248.

E. The Project has been reviewed by the City's Development Services Department for, in part, consistency with the General Plan and conformity with the El Segundo Municipal Code ("ESMC");

F. In addition, the City reviewed the Project's potential environmental impacts under the California Environmental Quality Act (Public Resources Code §§ 21000, *et seq.*, "CEQA"), the regulations promulgated thereunder (14 Cal. Code of Regulations §§15000, *et seq.*, the "CEQA Guidelines");

G. The Development Services Department completed its review and scheduled a public hearing regarding the application before this Commission for November 18, 2021; along with consideration of all the approvals required for the Pacific Coast Commons Specific Plan project including Environmental Assessment No. EA-1248;

H. On November 18, 2021, the Commission held a noticed public hearing to receive public testimony and other evidence regarding the application including, without limitation, information provided by BRE El Segundo Property Owner A LLC, BRE El Segundo Property Owner B LLC and BRE El Segundo Parking LLC and its representatives;

I. On November 18, 2021, the Planning Commission continued the public hearing to December 9, 2021;

J. The Commission considered the information provided by City staff, public testimony, and the representatives for the applicant; and

K. This Resolution, and its findings are made based upon the entire administrative record including, without limitation, testimony and evidence presented to the Commission at its November 18 and December 9, 2021 public hearing including, without limitation, the staff report submitted by the Development Services Department.

SECTION 2: *Factual Findings and Conclusions*. The Planning Commission finds that the following facts exist:

A. The existing nine-story, 246-room hotel will be located in the Pacific Coast Commons Specific Plan (PCCSP) Zone upon adoption of the Pacific Coast Commons Specific Plan.

B. The South Hotel site consists of six legal lots. The hotel site is located on the west side of Pacific Coast Highway and includes the southern half of the block between East Mariposa Avenue to the north, East Holly Avenue to the south and Indiana Street to the east. The South Hotel site will consist of one lot (Lot 2) after the recordation of Vesting Tentative Map No. 82806. The total lot area will be 39,425 square feet.

C. The South Hotel utilizes two parking areas. The existing off-street parking area located immediately to the south of the hotel lobby entrance is fully developed with a surface parking lot containing 175 parking stalls and three driveway access points from Pacific Coast Highway, Holly Avenue and Indiana Street. The parking area will become Lot 1 of Vesting Tentative Map No. 82806. Parking for the South Hotel also includes the use of 23 parking spaces through a parking covenant on a lot located on the west side of Pacific Coast Highway in the block between East Mariposa Avenue to the south and East Palm Avenue to the north comprised of 236 parking spaces. This off-site parking lot will become Lot 5 of Vesting Tentative Map No. 82806. When the Pacific Coast Commons project is built out there will be parking structures on Lots 1, 4 and 5 which will accommodate parking for the South Hotel, the North Hotel, other commercial uses and the multiple-family residential development. A Shared Use Parking Agreement will be recorded to share parking for any overflow needs for the hotel, other commercial uses, and multiple-family residential guest parking within the Pacific Coast Commons Specific Plan.

D. The South Hotel includes an existing bar with alcohol service. The applicant sells a full-line of alcoholic beverages for consumption in the following locations in the South Hotel: bar and lounge area of the south hotel lobby; outdoor patio and pool deck area; three pool adjacent hotel suites; ground-floor multipurpose rooms and two meeting rooms on the second floor. Conditional Use Permit No. 14-02 for alcohol service runs with the land and will continue to allow sales between the hours of 6 a.m. and 2 a.m. daily. The applicant has a California Department of Alcoholic Beverage Control for a Type 47 license (on-site beer, wine and distilled spirits).

E. The Project includes a request to amend the existing South Hotel conditional use permit (CUP No. 14-02) to be applicable to the South Hotel and its existing associated alcohol uses in order to be consistent with the conditionally permitted uses allowed with the adoption of the Pacific Coast Commons Specific Plan (PCCSP).

SECTION 3: *Environmental Assessment*. The modifications set forth in this Resolution were part of the overall Pacific Coast Commons Project analyzed as part of EA-1248. An environmental impact report was prepared for the project and, by separate resolution (Resolution No. 2905), the Planning Commission has recommended that the City Council

certify the Final Environmental Impact Report. The findings and recommendation set forth in Resolution No. 2905 are incorporated herein by reference.

SECTION 4: *General Plan Findings*. The changes approved by this resolution will further the goals, policies, and objectives of the General Plan and will not obstruct their attainment. Specifically:

A. The hotel use and alcohol use are existing uses and are conditionally permitted in the Pacific Coast Commons Specific Plan.

B. The hotel use is consistent with Economic Development Element Policy ED 1-2.2 to "maintain and promote land uses that improve the City's tax base, balancing economic development and quality of life goals." The existing renovated hotel facility has resulted in a site that improves the City's tax base because the hotel is a more attractive destination to visitors, which has improved occupancy and room rates. The South Hotel contributes to the City's quality of life as it improves the appearance of existing hotel buildings located on Pacific Coast Highway, the City's major commercial corridor.

C. The South Hotel is consistent with Circulation Element Policy C2-2.2 to "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." The South Hotel includes existing bicycle parking.

D. The South Hotel is consistent with Circulation Element Objective C3-2 to "ensure the consideration of the impacts of land use decisions on the City's parking situation." The project will provide parking in compliance with the parking requirements established in the Pacific Coast Commons Specific Plan and the Parking Demand Study and Shared Use Analysis for the hotel and other planned uses through a combination of off-site parking provided immediately to the south of the hotel lobby entrance with an additional off-site parking spaces at the existing hotel surface parking lot north of Mariposa Avenue. The parking at the surface parking lot north of Mariposa is provided through an off-site parking covenant. A Shared Use Parking Agreement will replace the off-site parking covenant after the recordation of Vesting Tentative Map No. 82806.

E. Noise Element Objective N1-2 to ensure that City residents are not exposed to stationary noise levels in excess of El Segundo's Noise Ordinance standards." The South Hotel is required to operate in compliance with the City's noise ordinance.

SECTION 5: *Conditional Use Permit Amendment Findings.* Pursuant to ESMC § 15-23-6, the Planning Commission finds that amending CUP No. 14-02 to allow for the continued use of the South Hotel with alcohol service is appropriate based on the following:

A. The South Hotel with alcohol service meets the objectives of ESMC Title 15

and the purposes of the zone in which the site is located. The PCC COM-1 Land Use District in the Pacific Coast Commons Specific Plan (PCCSP) Zone allows for a hotel as a conditionally permitted use. A bar serving alcohol is a typical accessory use in a hotel and is also allowed in the PCC COM-1 Land Use District pursuant to a conditional use permit. The hotel including the bar are existing uses. The 25-foot long bar in the lobby area of the South Hotel is a typical amenity for the class of hotel. The alcohol service area of the bar/lobby lounge, conference and multi-purpose rooms, pool deck and patio areas and three guest rooms is appropriate for a hotel use. Therefore, the proposed location meets the objectives of the Pacific Coast Commons Specific Plan (PCCSP) Zone and Title 15.

B. The South Hotel and the continued service of alcohol will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity. The alcohol serving bar use was reviewed by the City's Police and Fire Departments. Both Departments recommended conditions of approval incorporated into this Resolution. The bar must be operated in a manner consistent with the conditions of approval as well as with ESMC noise and nuisance standards. The alcohol service proposed for the South Hotel will be the same as existing operating conditions. Compliance with project conditions of approval, ABC requirements and ESMC noise and nuisance requirements will result in a conditional use not detrimental to public health, safety and welfare.

C. The South Hotel and the continued service of alcohol will comply with each of the applicable provisions of ESMC Chapter 15-23. The bar serving alcohol in the South Hotel is compatible with the hotel use at the site. The existing hotel has been in operation approximately 64 years and has had alcohol service over this time. The South Hotel indoor bar/lounge areas as well as alcohol service in conference room and multi-purpose rooms will be screened from view and have no visual or noise impacts on other uses, including residential uses, in the general vicinity. Outdoor alcohol service around the pool deck and patio are screened from nearby residential and commercial neighbors by on-site structures and walls. Any noise generated in the outdoor alcohol service areas are subject to ESMC Chapter 7-2 "Noise and Vibration" requirements. Failure to comply with ESMC noise requirements could result in the Director imposing additional restrictions on outdoor alcohol service, such as limitations on hours of outdoor alcohol service and where outdoors alcohol may be served. Continued non-compliance with ESMC noise and nuisance requirements could result in revocation of the conditional use. Impacts such as smoke, dust, or fumes are not associated with the requested conditional use. Furthermore, the use will generate traffic generally consistent with the existing operation of the site, as the site currently is developed as a hotel with alcohol service.

D. The South Hotel must comply with State of California Department of Alcohol Beverage Control licensing requirements; the South Hotel has a Type 47 ABC license before operating alcohol service at the hotel.

E. The South Hotel with alcohol service is compatible with the particular use of the site and with other existing and potential uses in the general area. The long-established hotel use at the site is compatible with alcohol service. The hotel with alcohol service has been operating at the site for approximately 64 years and a hotel is a compatible use for a major commercial thoroughfare. The alcohol service operations at the South Hotel is different from current hotel operations at the site. Indoor alcohol service will have no impact or adjacent residential properties. Outdoor alcohol service will be screened from adjacent residential properties.

F. The use is consistent and compatible with the purpose of the PCCSP Zone in that this zone allows for a range of commercial uses such as office, hotels, restaurants, retail, and on-site and off-site alcohol sales. A bar serving alcohol is consistent with the purpose of this commercial zone and is compatible with other existing hotel, retail and restaurant uses in the area, some of which also sell alcohol.

G. The South Hotel with alcohol service will not be operated or maintained in a way detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity. As discussed in Finding No. 5.B above, the Project was reviewed by the City's Police and Fire Departments, the Project was conditioned to avoid impacts and the Project is required to meet ESMC and Building Code requirements regarding noise and safety.

SECTION 6: *Off-Site Parking Approval Findings (ESMC § 15-15-3(H)(4).).* After considering the factual findings of this Resolution, the Commission continues to find that off-site parking is appropriate for the South Hotel use based on the following:

A. The South Hotel is in close proximity to the current off-site parking facilities. The off-site surface parking lot is within reasonable walking distance of the South Hotel site. The south end of the surface parking lot is within 700 feet from the South Hotel lobby entrance. Vehicle access to the off-site parking from the South Hotel site can occur by travelling northbound on either Illinois Street or Indiana Street.

B. The Project has good pedestrian access to the off-site parking facilities. Pedestrians can easily access the off-site parking from the South Hotel on the Illinois Street or Pacific Coast Highway sidewalk. The intersection of Pacific Coast Highway and Mariposa Avenue has a controlled crosswalk and the off-site parking area is located less than 100 feet from the north end of this crosswalk. The parking lot can be accessed from both Mariposa Avenue and Pacific Coast Highway.

C. There is no need for transportation to and from this off-site parking facilities because of the close proximity of the parking lot to the hotel. After construction of the PCC South Site residential and commercial mixed-use development, the off-site parking will be primarily located in the new parking

structure on the lot immediately adjacent to the hotel (PCC South Site/Lot 1 of Vesting Map No. 82806). The entrance to the parking structure will be immediately adjacent to the south of the hotel lobby. Additionally, overflow parking will be accommodated in the existing off-site parking located in the new Fairfield Parking structure and the current off-site parking location north of the Fairfield Hotel (currently a paved parking lot which will be replaced with a residential and commercial mixed-use development and new parking structure).

D. Hotel parking is an appropriate use type for off-site parking. Hotel parking is typically low turnover with guests leaving cars parked overnight and leaving the site for extended periods with infrequent travel to and from the site.

SECTION 7: *Action.* Based on the information and findings set forth above, the Planning Commission hereby recommends that the City Council approve the modification of Conditional Use Permit No. CUP 14-02 which authorized the service of alcohol at South Hotel to also allow the continued operation of a 246-room hotel. The Planning Commission further recommends that the City Council approve the use of off-site parking for the South Hotel in accordance with a Shared Use Parking Agreement. The Planning Commission recommends that these approvals be made subject to the conditions set forth in Exhibit "A".

SECTION 8: *Reliance on Record*. Each and every one of the findings and determinations in this Resolution are based on the competent and substantial evidence, both oral and written, contained in the entire record relating to the project. The findings and determinations constitute the independent findings and determinations of the Planning Commission in all respects and are fully and completely supported by substantial evidence in the record as a whole. The absence of any particular fact from any such summary is not an indication that a particular finding is not based in part on that fact.

SECTION 9: *Limitations*. The Planning Commission's analysis and evaluation of the project is based on the best information currently available. It is inevitable that in evaluating a project that absolute and perfect knowledge of all possible aspects of the project will not exist. One of the major limitations on analysis of the project is the Planning Commission's lack of knowledge of future events. In all instances, best efforts have been made to form accurate assumptions.

SECTION 10: *Operative Date.* This Resolution shall take effect immediately upon its passage and adoption.

SECTION 11: The Commission Secretary is directed to mail a copy of this Resolution to BRE El Segundo Property Owner A LLC, BRE El Segundo Property Owner B LLC, and BRE El Segundo Parking LLC and to any other person requesting a copy.

SECTION 12: This Resolution may be appealed within ten (10) calendar days after its adoption. All appeals must be in writing and filed with the City Clerk within this time period. Failure to file a timely written appeal will constitute a waiver of any right of appeal.

PASSED, APPROVED AND ADOPTED this 9th day of December 2021.

_____
Ryan Baldino, Chair
City of El Segundo Planning Commission

ATTEST:

_____
Michael Allen, Secretary

Baldino	-
Newman	-
Hoeschler	-
Keldorf	-
Maggay	-

APPROVED AS TO FORM:
Mark D. Hensley, City Attorney

By: _____
Gregg Kovacevich, Assistant City Attorney

PLANNING COMMISSION RESOLUTION NO. 2907

Exhibit A

CONDITIONS OF APPROVAL

In addition to all applicable provisions of the El Segundo Municipal Code ("ESMC"), BRE El Segundo Property Owner A LLC, BRE El Segundo Property Owner B LLC and BRE El Segundo Parking LLC agrees to comply with the following provisions as conditions for the City of El Segundo's approval of an amendment to CUP No. 14-02 and of the approval of Off-Site Parking, ("Project Conditions"):

Planning Division Conditions

1. Any subsequent modification to the South Hotel as approved, including the site plan and landscaping, must be referred to the Director of Development Services to determine if the proposed modification is in compliance with the Pacific Coast Commons Specific Plan.

2. The final irrigation plans must comply with the following:

    a. Efficient irrigation systems must be installed which minimize runoff and evaporation and maximize the water which will reach plant roots (e.g., drip irrigation, automatic sprinklers equipped with moisture sensors).

    b. Automatic sprinkler systems must be set to irrigate landscaping during early morning hours or during the evening to reduce water losses from evaporation. Sprinklers must also be reset to water less often in cooler months and during the rainfall season so that water is not wasted by excessive landscaping irrigation.

3. A Shared Use Parking Agreement shall be prepared and reviewed and approved by the Director of Development Services and the City Attorney. The Shared Use Parking Agreement will grant Lots 1 through 5 of Vesting Map No. 82806 rights to shared use of parking provided on Lots 1, 4 and 5 of Vesting Map No. 82806. The shared parking will be permitted for all commercial uses, including hotel uses, and the guest parking for the multi-family residential uses that is located on Lot 1 and Lot 5 of Vesting Map No. 82806. Guest parking for the townhomes that are located on Lot 6 will be provided on Lot 5 of Vesting Map No. 82806.

    The Shared Use Parking Agreement will rescind "Covenant and Agreement Regarding Maintenance and Use of Off-Site Parking" for property commonly known as 629 North Sepulveda Boulevard (now known as 629 North Pacific Coast Highway), recorded on July 1, 2015, as Instrument No. 20150792117, of Official Records, Recorder's Office of the County of Los Angeles, California. The Shared

Use Parking Agreement will rescind "Covenant and Agreement Regarding Maintenance of Parking Site" for property commonly known as 629 North Sepulveda Boulevard (now known as 629 North Pacific Coast Highway) recorded on April 1, 2015, as Instrument No. 20150351986, of Official Records, Recorder's Office of the County of Los Angeles, California.

4. A Reciprocal Easement Agreement shall be prepared to provide reciprocal access between Lots 1 and 2 of Vesting Tract Map No. 82806 and reciprocal access to the public rights-of-way of Pacific Coast Highway and Indiana Street. The Reciprocal Easement Agreement shall be reviewed and approved by the Director of Development Services and the City Attorney. The Reciprocal Easement Agreement shall not be recorded until the final map for Vesting Map No. 82806 is recorded and the Fairfield Parking and PCC South Site are constructed.

5. A Reciprocal Easement Agreement shall be prepared to provide reciprocal access between Lot 2 and 3 of Vesting Map No. 82806 and reciprocal access to the Indiana Street public right-of-way. The Reciprocal Easement Agreement shall be reviewed and approved by the Director of Development Services and the City Attorney. The Reciprocal Easement Agreement shall not be recorded until the final map for Vesting Map No. 82806 is recorded until the final map for Vesting Tentative Map No. 82806 is recorded.

6. The Director of Development Services, or designee, can impose additional restrictions regarding the South Hotel building façade accent lighting if this lighting is found to have adverse impacts on adjacent residential neighbors. Additional restrictions may include, but are not limited to, time restrictions on when the lighting can be turned on and/or a reduction in the intensity of the lighting.

7. The applicant must obtain and maintain all licenses required by the Alcohol Beverage Control Act (Business & Professions Code §§ 23300, *et seq*.). The applicant must obtain and maintain a Type 47 license.

8. Hours of operations for alcohol service at the South Hotel is limited to the hours between 6 a.m. and 2 a.m. daily.

9. Locations where alcohol service is permitted outdoors, must comply with ESMC §§ 7-2-1, *et seq.,* regulating noise and vibration.

10. Taxicab phone numbers must be posted in a conspicuous location at all times in the area(s) where alcohol is served to customers.

11. The premises must be maintained in a litter and graffiti-free manner. Any graffiti that appears on the premises must be removed within 48 hours.

12. The applicant must comply with all regulations of the Alcoholic Beverage Control Act and the regulations promulgated by the Alcoholic Beverage Control Board including, without limitation, the regulations set forth in 4 Cal. Code of Regs. §§ 55, *et seq.*

13. The applicant must post a sign in a clear and conspicuous location listing a phone number at which a responsible party may be contacted during all open hours of the establishment to address any concerns of the community regarding noise at the South Hotel. Said contact's name and phone number must also be available through hotel staff at all times.

14. The applicant must, at all times, display a *Designated Driver* sign of at least ten inches by ten inches (10" X 10") in the bar at eye level. The sign must be worded in a way that reminds patrons who are consuming alcohol to designate a *non*-drinking driver.

15. There shall not be exterior advertising of any kind or type, including advertising directed to the exterior from within, promoting or indicating the availability of alcoholic beverages. Interior displays of alcoholic beverages which are clearly visible to the exterior also violate this condition.

16. All employees serving alcoholic beverages to patrons must enroll in and complete a certified training program approved by the State Department of Alcoholic Beverages Control (ABC) for the responsible sales of alcohol. The training must be offered to new employees on not less than a quarterly basis.

17. Any and all employees hired to sell alcoholic beverages must provide evidence that they have either:

    a. Completed training from the State of California Department of Alcoholic Beverage Control (ABC), Long Beach/Lakewood District Office administered *Leadership and Education in Alcohol and Drugs* (LEAD) Program in the form of an ABC-issued certificate; or

    b. Completed an accepted equivalent by the ABC, Long Beach/Lakewood District Office to ensure proper distribution of beer, wine and distilled spirits to adults of legal age;

    c. If any prospective employee designated to sell alcoholic beverages does not currently have such training, then the ABC-licensed proprietors must have confirmed with the Development Services Department within fifteen (15) days of the Director's decision, or by final project approval, that a date certain has been scheduled within the local ABC Office to complete the LEAD course.

    d. Within thirty (30) days of taking said course, the employees, or responsible employer must deliver each required certificate showing completion to the Police Department.

18. If complaints are received regarding excessive noise, lighting, building access, or other disturbances associated with alcohol service or the operations of the South Hotel, the Director of Development Services, or Police Chief, may take action to review the Conditional Use Permit, including without limitation, adding conditions or

revoking the permit pursuant to ESMC Title 7 (Nuisances and Offenses) and ESMC §15-23-12.

Building Safety Division Conditions

19. The project is required to comply with storm water requirements per NPDES Permit No. CAS0040001 Order Number R4-2021-0105.

Public Works Department Conditions

20. The applicant must provide a water service connection and water meter for each parcel.

21. The project must comply with ESMC Chapter 5-4 regarding MS4 permit requirements.

Police Department Conditions

22. Street addressing must be a minimum of 6 inches tall, visible from the street or driving surface, of contrasting color to the background and directly illuminated during hours of darkness.

23. A safe for use by the hotel operator must be installed in a secured location and must be anchored. The location and anchoring is subject to review and approval by the Police Chief, or designee.

24. A sign that identifies the location is private property and that no trespassing is allowed must be installed at the entrance of the pool.

25. A minimum security camera plan must be prepared for the hotel building. The number of cameras and the locations of cameras are subject to Police Chief, or designee, review and approval. Monitoring and recording equipment must be stored in a secured area.

26. Cameras recording driveways and driving surfaces must monitor and record vehicle occupants and vehicle license plate number as they enter/exit.

27. Any security cameras must meet the City's minimum camera specifications and requirements as determined by the Police Chief, or designee.

28. The location and number of exterior mounted ladders are subject to Police Chief, or designee's, review and approval.

Fire Department Conditions

29. The applicant must provide the following conditions for any fire features:

    a. A barrier must be provided around the fire feature to prevent accidental

access into the fire feature.

b. The distance between the fire feature and combustible material and furnishings must meet the fire feature's listing and manufacturer's requirements.

c. If the fire feature's protective barrier exceeds ambient temperatures, all exit paths and occupant seating must be a minimum 36 inches from the fire feature.

30. The applicant must provide for a central control station for Fire Department operations in the South Hotel. The rooms must comply with California Fire Code 915.4, as adopted by the ESMC.

Miscellaneous Conditions

31. BRE El Segundo Property Owner A LLC, BRE El Segundo Property Owner B LLC and BRE El Segundo Parking LLC agrees to indemnify and hold the City harmless from and against any claim, action, damages, costs (including, without limitation, attorney's fees), injuries, or liability, arising from the City's approval of modification of Conditional Use Permit No. CUP 14-02 and re-approval of Off-Site Parking. Should the City be named in any suit, or should any claim be brought against it by suit or otherwise, whether the same be groundless or not, arising out of the City approval of modification of Conditional Use Permit No. CUP 14-02 and re-approval of Off-Site Parking, the Applicant agrees to defend the City (at the City's request and with counsel satisfactory to the City) and will indemnify the City for any judgment rendered against it or any sums paid out in settlement or otherwise. For purposes of this section "the City" includes the City of El Segundo's elected officials, appointed officials, officers, and employees.

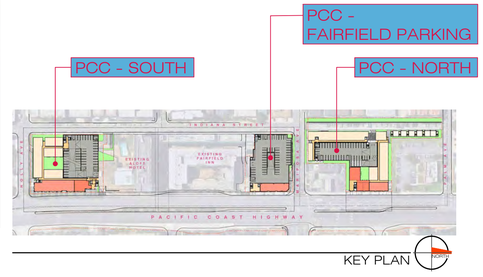
32. The Planning Commission is authorized to hear and act upon future applications for amendments to Conditional Use Permit No. 14-02 and the off-site parking approval.

By signing this document, Patrick Volz, Vice President, BRE El Segundo Property Owner A LLC, BRE El Segundo Property Owner B LLC and BRE El Segundo Parking LLC, certifies that he has read, understood, and agree to the Project Conditions listed in this document.

_____

Patrick Volz, Vice President
BRE El Segundo Property Owner A LLC, BRE El Segundo Property Owner B LLC, and BRE El Segundo Parking LLC

VIEW AT CORNER OF PACIFIC COAST HIGHWAY AND HOLLY AVENUE



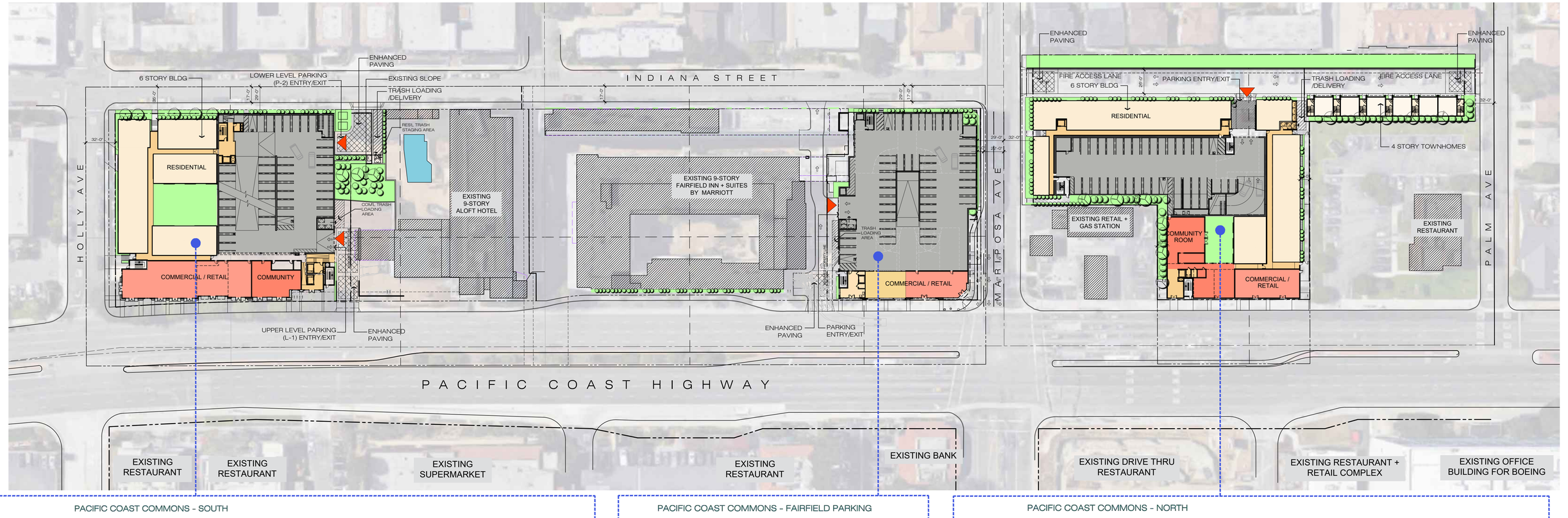
SHEET INDEX

BRE HOTELS & RESORTS
CONTINENTAL DEVELOPMENT CORPORATION
Mar Ventures, Inc.

Pacific Coast Commons

WITHEE MALCOLM ARCHITECTS
2251 west 190th street | torrance | ca 90504 | 310.217.8885 | witheemalcolm.com

Job No. B7093 SD-MP-00
Revised Date.10.07.2021



PACIFIC COAST COMMONS - SOUTH

PROJECT INFORMATION

DESCRIPTION	5 STORIES TYPE III-A (SPRINKLERED) RESIDENTIAL (R-2) OVER 1 STORY TYPE I-A COMMERCIAL (M) WRAP AROUND 6-STORIES TYPE I-A PARKING STRUCTURE (S-2)
ADDRESS	475 NORTH PACIFIC COAST HIGHWAY EL SEGUNDO, CA
ZONING	PACIFIC COAST COMMONS SPECIFIC PLAN (PCCS

SITE SUMMARY

LAND AREA	1.242 AC	54,072 SF
DENSITY		120 UNITS
FAR		2.63
GROSS BUILDING AREA	(Garage area not included)	146,550 SF
NET BUILDING AREA		142,154 SF
BUILDING FOOTPRINT		46,326 SF
BUILDING HEIGHT	(From lowest grade to top of building)	85 FT
NUMBER OF FLOORS		6 FL
GROSS COMMERCIAL AREA		5,756 SF
NET COMMERCIAL AREA		5,583 SF
LOBBY AREA	(Includes stairs/elevators)	1,182 SF
COMMUNITY ROOM (GROUND FLOOR)		2,220 SF

RESIDENTIAL UNIT SUMMARY

PLAN	DESCRIPTION	QNTY.	UNIT MIX	UNIT FLR AREA	AVG AREA
S-1	STUDIO	24	37%	479	529
S-2	STUDIO	20		588	
A-1	1 BEDROOM	40	43%	668	701
A-2	1 BEDROOM	12		809	
B-1	2 BEDROOM	10	20%	1,058	977
B-2	2 BEDROOM	10		984	
B-3	2 BEDROOM	4		754	
		120			

PARKING SUMMARY

HOTEL PARKING REPLACEMENT			126
RESIDENTIAL PARKING REQUIREMENT			
STUDIO	44	1.0/Unit	44
1 BEDROOM	52	1.5/Unit	78
2 BEDROOM	24	2.0/Unit	48
	120		170
GUEST PARKING	1.0/ 3 Unit		40
RETAIL PARKING REQUIREMENT			
(WILL BE SHARED WITH HOTEL GUEST PARKING)			SHARED
TOTAL PARKING REQUIREMENT			336

TOTAL PARKING PROVIDED INSIDE PARKING STRUCTURE

	STAND	COMPT	TANDEM	ACCESSIBLE	
LEVEL L-5	31	0	0	3	34
LEVEL L-4	41	0	0	2	43
LEVEL L-3	41	0	0	2	43
LEVEL L-2	41	0	0	2	43
LEVEL L-1	39	0	0	3	42
PARKING LEVEL P-1	41	0	0	3	44
PARKING LEVEL P-2	39	0	0	3	42
BASEMENT	43	0	0	2	45
	316			20	336

LEVEL-II EV CHARGERS	MIN. SPACES	MAX. SPACES
EV CAPABLE SPACES	50	80
EV CHARGERS	20	22

BIKE PARKING PROVIDED		
COMMERCIAL/RETAIL	(4 STALLS PER 15,000 SF)	4
RESIDENTIAL	(10 % REQUIRED PARKING STALLS)	34

OPEN SPACE

COMMON OPEN SPACE PROVIDED (SF)

COMMUNITY ROOM (LEVEL L-1)	2,220
COURTYARD	3,298
ROOF DECK (POOL AREA)	6,334
	11,852

PRIVATE OPEN SPACE PROVIDED (SF)

STUDIO	44	25 SF/UNIT	1,100
1 BEDROOM	52	60 SF/UNIT	3,120
2 BEDROOM	24	60 SF/UNIT	1,440
	120		5,660

TOTAL OPEN SPACE PROVIDED (SF)	
	17,512

PACIFIC COAST COMMONS - FAIRFIELD PARKING

PROJECT INFORMATION

DESCRIPTION	5 STORIES TYPE I-A PARKING STRUCTURE (S-2) WITH COMMERCIAL (M) ON GROUND FLOOR
ADDRESS	525 + 545 NORTH PACIFIC COAST HIGHWAY EL SEGUNDO, CA
ZONING	PACIFIC COAST COMMONS SPECIFIC PLAN (PCCSP)

SITE SUMMARY

LAND AREA	0.728 AC	31,693 SF
FAR		0.14
GROSS BUILDING AREA	(Garage area not included)	4,479 SF
NET BUILDING AREA		4,345 SF
BUILDING FOOTPRINT		28,348 SF
BUILDING HEIGHT	(From lowest grade to top of building)	65 FT
NUMBER OF FLOORS		5 FL
GROSS COMMERCIAL AREA		3,273 SF
NET COMMERCIAL AREA		3,175 SF
GROSS LOBBY AREA	(Includes stairs/elevators)	1,206 SF
NET LOBBY AREA	(Includes stairs/elevators)	1,170 SF

PARKING SUMMARY

HOTEL PARKING REPLACEMENT	180
EXISTING ON-SITE SPACES	33
RETAIL PARKING REQUIREMENT	SHARED
TOTAL PARKING REQUIREMENT	213

TOTAL PARKING PROVIDED INSIDE PARKING STRUCTURE

	STAND	COMPT	TANDEM	ACCESSIBLE	
LEVEL L-5	41	0	0	2	43
LEVEL L-4	41	0	0	2	43
LEVEL L-3	41	0	0	2	43
LEVEL L-2	41	0	0	2	43
LEVEL L-1	41	0	0	2	43
	205			10	215

LEVEL-II EV CHARGERS	MIN. SPACES	MAX. SPACES
EV CAPABLE SPACES	20	50
EV CHARGERS	8	10

BIKE PARKING PROVIDED		
COMMERCIAL/RETAIL	(4 STALLS PER 15,000 SF)	4

PACIFIC COAST COMMONS - NORTH

PROJECT INFORMATION

DESCRIPTION	5 STORIES TYPE III-A (SPRINKLERED) RESIDENTIAL (R-2) OVER 1 STORY TYPE I-A COMMERCIAL (M) WRAP AROUND 6-STORIES TYPE I-A PARKING STRUCTURE (S-2)
ADDRESS	629 NORTH PACIFIC COAST HIGHWAY EL SEGUNDO, CA
ZONING	PACIFIC COAST COMMONS SPECIFIC PLAN (PCCSP)

SITE SUMMARY

LAND AREA	1.806 AC	78,686 SF
DENSITY		143 UNITS
FAR		2.24
GROSS BUILDING AREA	(Garage area not included)	175,766 SF
NET BUILDING AREA		170,493 SF
BUILDING FOOTPRINT		43,586 SF
BUILDING HEIGHT	(From lowest grade to top of building)	83 FT
NUMBER OF FLOORS		6 FL
GROSS COMMERCIAL AREA		2,223 SF
NET COMMERCIAL AREA		2,156 SF
LOBBY AREA	(Includes stairs/elevators)	1,006 SF
COMMUNITY ROOM (GROUND FLOOR)		3,687 SF

RESIDENTIAL UNIT SUMMARY

PLAN	DESCRIPTION	QNTY.	UNIT MIX	UNIT FLR AREA	AVG AREA
S-1	STUDIO	10	34%	479	543
S-2	STUDIO	10		500	
S-3	STUDIO	27		582	
A-1	1 BEDROOM	28	49%	668	671
A-2	1 BEDROOM	4		809	
A-3	1 BEDROOM	5		656	
A-4	1 BEDROOM	30		658	
B-1	2 BEDROOM	13	17%	1,058	1,001
B-2	2 BEDROOM	10		982	
		137			
TH-1	TOWNHOUSE	6		1,724	
		6			
	TOWNHOME GROSS AREA			10,344 SF	
	TOWNHOME NET AREA			9,540 SF	
	TOTAL UNITS	143			

PARKING SUMMARY

RESIDENTIAL PARKING REQUIREMENT			
STUDIO	47	1.0/Unit	47
1 BEDROOM	67	1.5/Unit	101
2 BEDROOM	23	2.0/Unit	46
	137		194
GUEST PARKING		1.0/ 3 Unit	47
RETAIL PARKING REQUIREMENT			
(WILL BE SHARED WITH RESIDENTIAL PARKING)			SHARED
TOTAL PARKING REQUIREMENT			241

TOTAL PARKING PROVIDED INSIDE PARKING STRUCTURE

	STAND	COMPT	TANDEM	ACCESSIBLE	
LEVEL L-6	30	7	6	1	44
LEVEL L-5	29	7	2	1	39
LEVEL L-4	29	7	2	1	39
LEVEL L-3	29	7	2	1	39
LEVEL L-2	28	7	2	2	39
LEVEL L-1	25	6	8	2	41
	170	41	22	8	241

LEVEL-II EV CHARGERS	MIN. SPACES	MAX. SPACES
EV CAPABLE SPACES	50	80
EV CHARGERS	20	22

BIKE PARKING PROVIDED		
COMMERCIAL/RETAIL	(4 STALLS PER 15,000 SF)	4
RESIDENTIAL	(10 % REQUIRED PARKING STALLS)	24

OPEN SPACE

COMMON OPEN SPACE PROVIDED (SF)

COMMUNITY ROOM (LEVEL L-1)	3,687
COURTYARD	1,429
ROOF DECK (POOL AREA)	6,241
	11,357

PRIVATE OPEN SPACE PROVIDED (SF)

STUDIO	47	25 SF/UNIT	1,175
1 BEDROOM	67	60 SF/UNIT	4,020
2 BEDROOM	23	60 SF/UNIT	1,380
	137		6,575

TOTAL OPEN SPACE PROVIDED (SF)	
	17,932

MASTER SITE PLAN

BRE HOTELS & RESORTS
CONTINENTAL DEVELOPMENT CORPORATION
Mar Ventures, Inc.
Pacific Coast Commons

1" = 50'-0"
0 50 100 150

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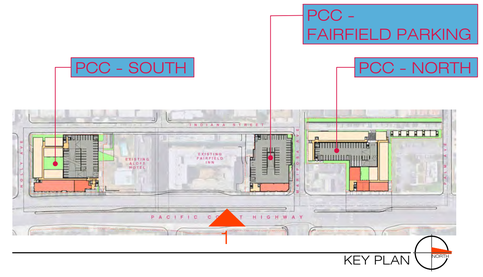
Job No. B7093 SD-MP-01
Revised Date.10.28.2021

CONCEPTUAL TO ILLUSTRATIVE OVERALL PROJECT AS SEEN FROM RIGHT OF WAY

1. OVERALL ELEVATION ON PACIFIC COAST HIGHWAY (MEASURED FROM AVERAGE GRADE FOR EACH BUILDING ON PCH)



OVERALL ELEVATION

BRE HOTELS & RESORTS | CONTINENTAL DEVELOPMENT CORPORATION | Mar Ventures, Inc.

Pacific Coast Commons

scale: 1" = 50'-0"
0 50 100 150 200

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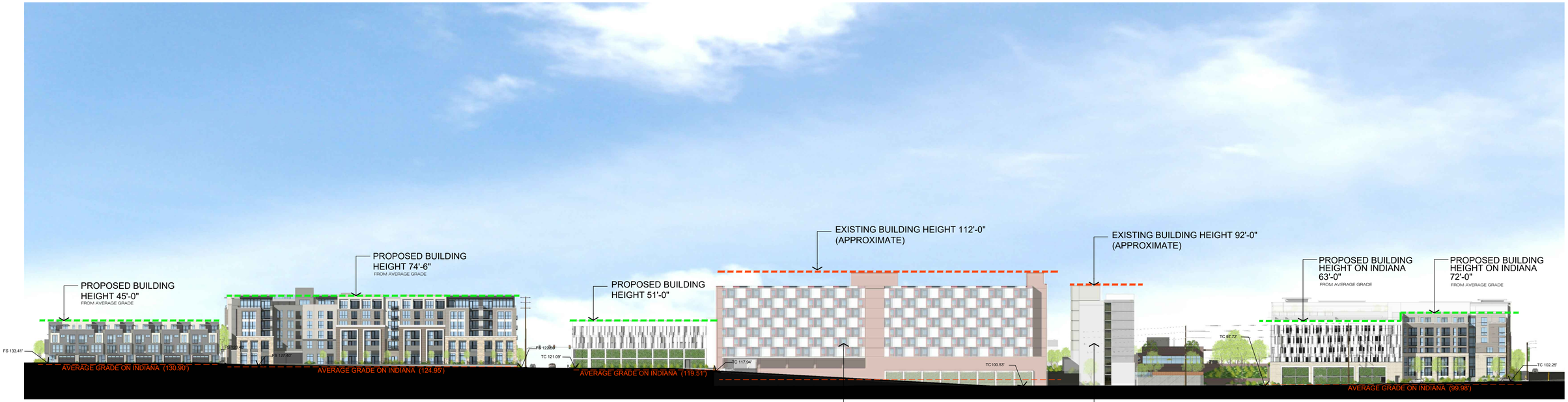
Job No. B7093 SD-MP-02
Revised Date.10.28.2021

CONCEPTUAL TO ILLUSTRATIVE OVERALL PROJECT AS SEEN FROM RIGHT OF WAY



PROPOSED
PACIFIC COAST COMMONS - NORTH

PROPOSED
FAIRFIELD PARKING

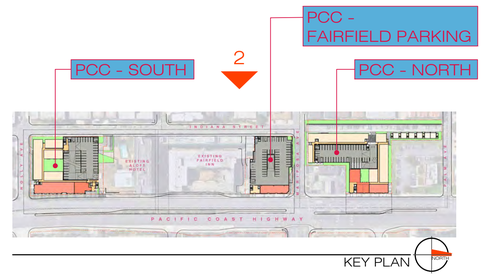
EXISTING 9-STORY
FAIRFIELD INN +
SUITES BY MARRIOTT

EXISTING 9-STORY
ALOFT HOTEL

PROPOSED
PACIFIC COAST COMMONS - SOUTH

2. OVERALL ELEVATION ON INDIANA STREET

(MEASURED FROM AVERAGE GRADE FOR EACH BUILDING ON INDIANA STREET)



OVERALL ELEVATION

BRE HOTELS & RESORTS
CONTINENTAL DEVELOPMENT CORPORATION
Mar Ventures, Inc.
Pacific Coast Commons

scale: 1" = 50'-0"
0 50 100 150 200

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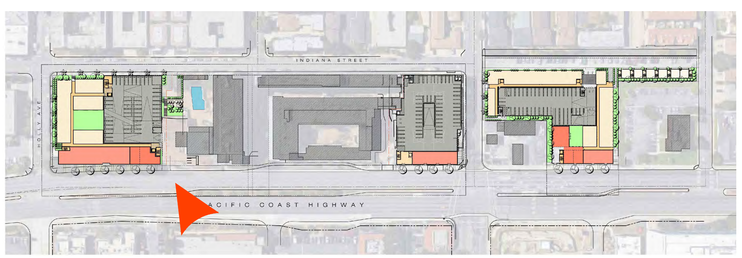
Job No. B7093 SD-MP-03
Revised Date.10.28.2021

PCC SOUTH - NORTH EAST AERIAL VIEW



KEY PLAN
NOT TO SCALE

CONCEPT VIEW

BRE HOTELS & RESORTS
CONTINENTAL DEVELOPMENT CORPORATION
Mar Ventures, Inc.

Pacific Coast Commons

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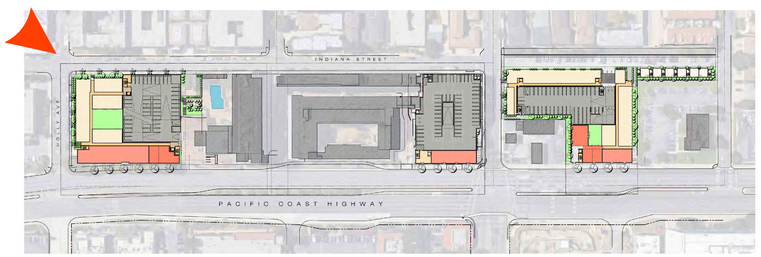
Job No. B7093 SD-MP-05
Revised Date.10.28.2021

AERIAL VIEW AT CORNER OF INDIANA ST AND HOLLY AVE LOOKING NORTH



KEY PLAN
NOT TO SCALE

CONCEPT VIEW

BRE HOTELS & RESORTS
CONTINENTAL DEVELOPMENT CORPORATION
Mar Ventures, Inc.

Pacific Coast Commons

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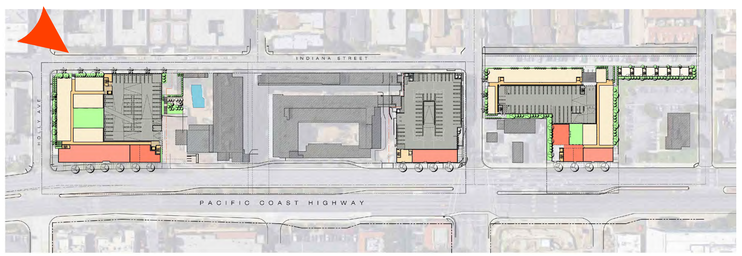
Job No. B7093 SD-MP-04
Revised Date.10.28.2021

VIEW AT CORNER OF INDIANA ST AND HOLLY AVE LOOKING NORTH



KEY PLAN
NOT TO SCALE

CONCEPT VIEW

BRE HOTELS & RESORTS
CONTINENTAL DEVELOPMENT CORPORATION
Mar Ventures, Inc.

Pacific Coast Commons

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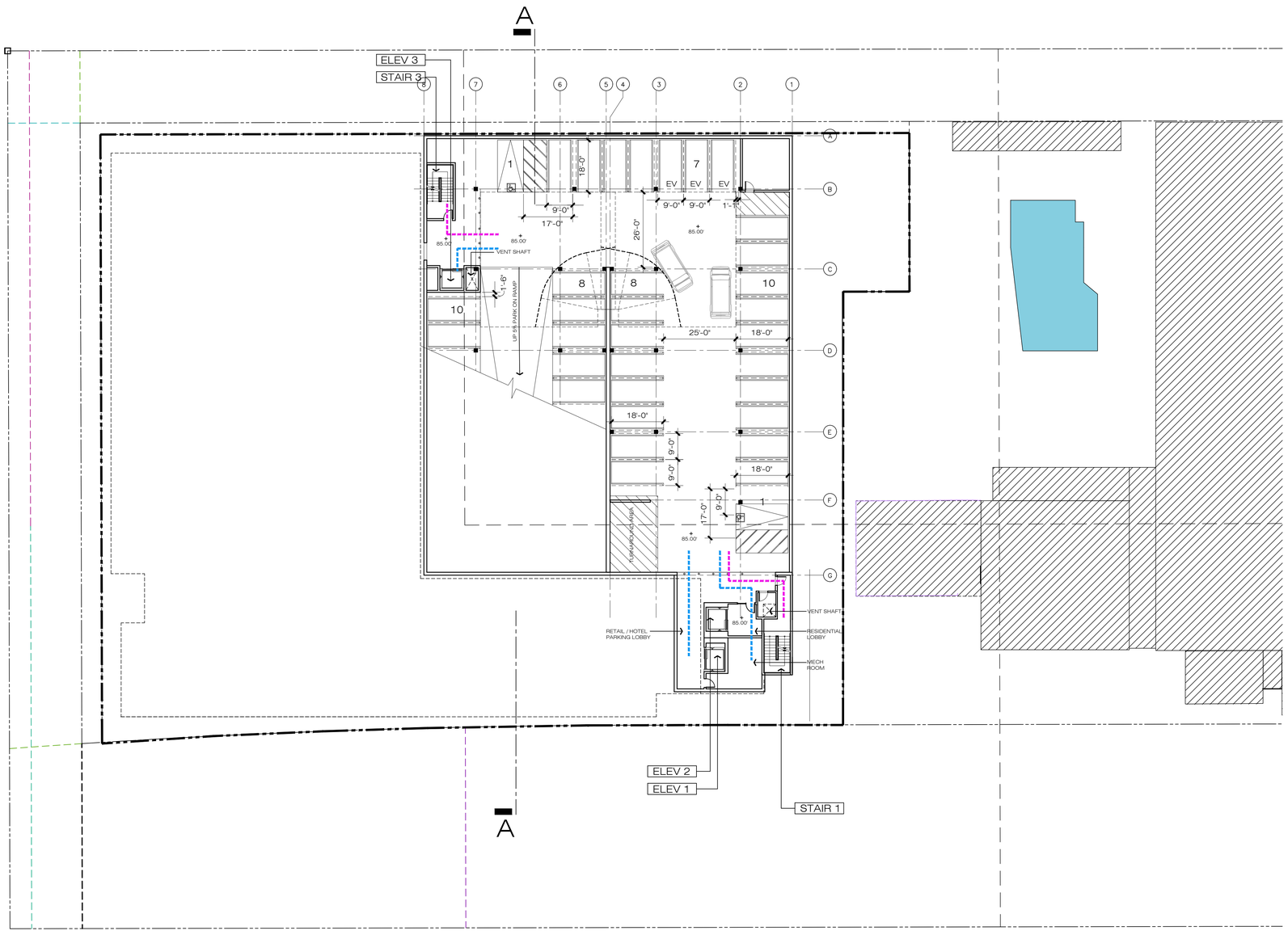
Job No. B7093 SD-MP-04
Revised Date.10.28.2021



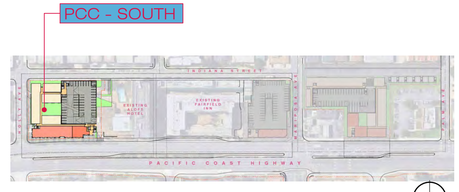
LEGEND

- PEDESTRIAN PATH OF TRAVEL
- PARKING ACCESS FROM PUBLIC STREETS
- EXIT ROUTE

ELEV 1	COMMERCIAL / HOTEL PARKING (LEVEL B-1 TO L-1)
ELEV 2	RESIDENT ONLY ELEVATOR (LEVEL B-1 TO LEVEL L-6)
ELEV 3	RESIDENT ONLY ELEVATOR (LEVEL B-1 TO LEVEL L-6)
STAIR 1	LEVEL B-1 TO LEVEL L-6
STAIR 2	LEVEL L-1 TO LEVEL L-6
STAIR 3	LEVEL B-1 TO LEVEL L-6

BASEMENT

STANDARD	43 SPACES
ACCESSIBLE	2 SPACES
	45 SPACES



KEY PLAN

BASEMENT
85.00'

BRE HOTELS & RESORTS

CONTINENTAL DEVELOPMENT CORPORATION

Mar Ventures, Inc.

Pacific Coast Commons SOUTH

1" = 20'-0"
0 20 40 60

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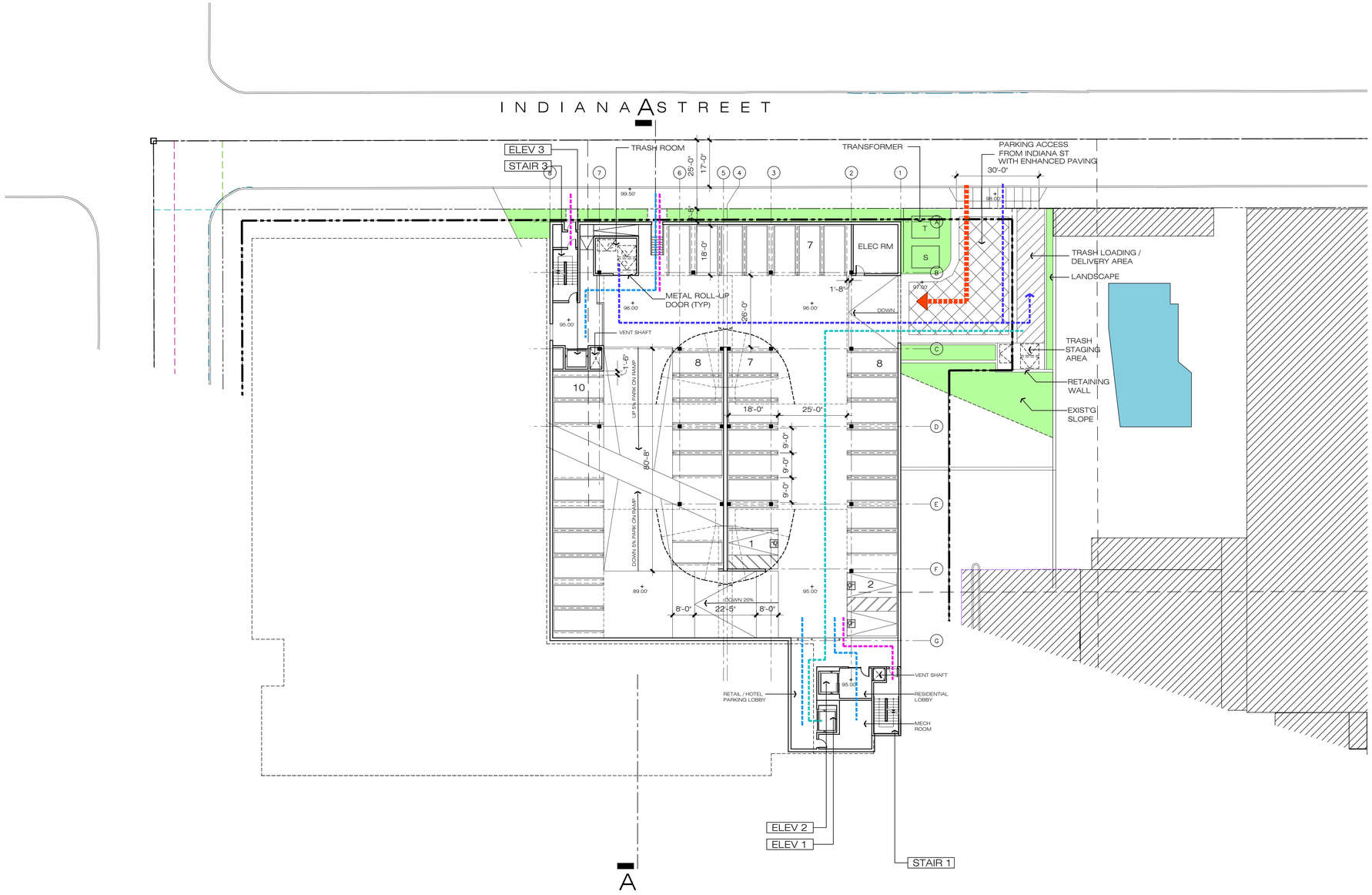
Job No. B7093 SD-SO-01
Revised Date.10.28.2021



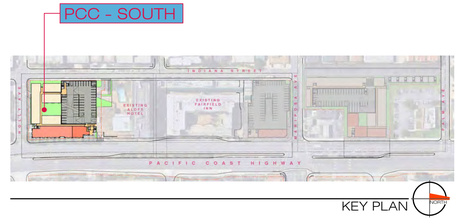
LEGEND

- PEDESTRIAN PATH OF TRAVEL
- PARKING ACCESS FROM PUBLIC STREETS
- EXIT ROUTE
- COMMERCIAL DELIVERY ROUTE
- TRASH PICK UP ROUTE

ELEV 1	COMMERCIAL / HOTEL PARKING (LEVEL B-1 TO L-1)
ELEV 2	RESIDENT ONLY ELEVATOR (LEVEL B-1 TO LEVEL L-6)
ELEV 3	RESIDENT ONLY ELEVATOR (LEVEL B-1 TO LEVEL L-6)
STAIR 1	LEVEL B-1 TO LEVEL L-6
STAIR 2	LEVEL L-1 TO LEVEL L-6
STAIR 3	LEVEL B-1 TO LEVEL L-6

PARKING LEVEL P-2

STANDARD	39 SPACES
ACCESSIBLE	3 SPACES
	42 SPACES



PARKING LEVEL P-2
95.00'

BRE HOTELS & RESORTS
CONTINENTAL DEVELOPMENT CORPORATION
Mar Ventures, Inc.
Pacific Coast Commons SOUTH

1" = 20'-0"
0 20 40 60

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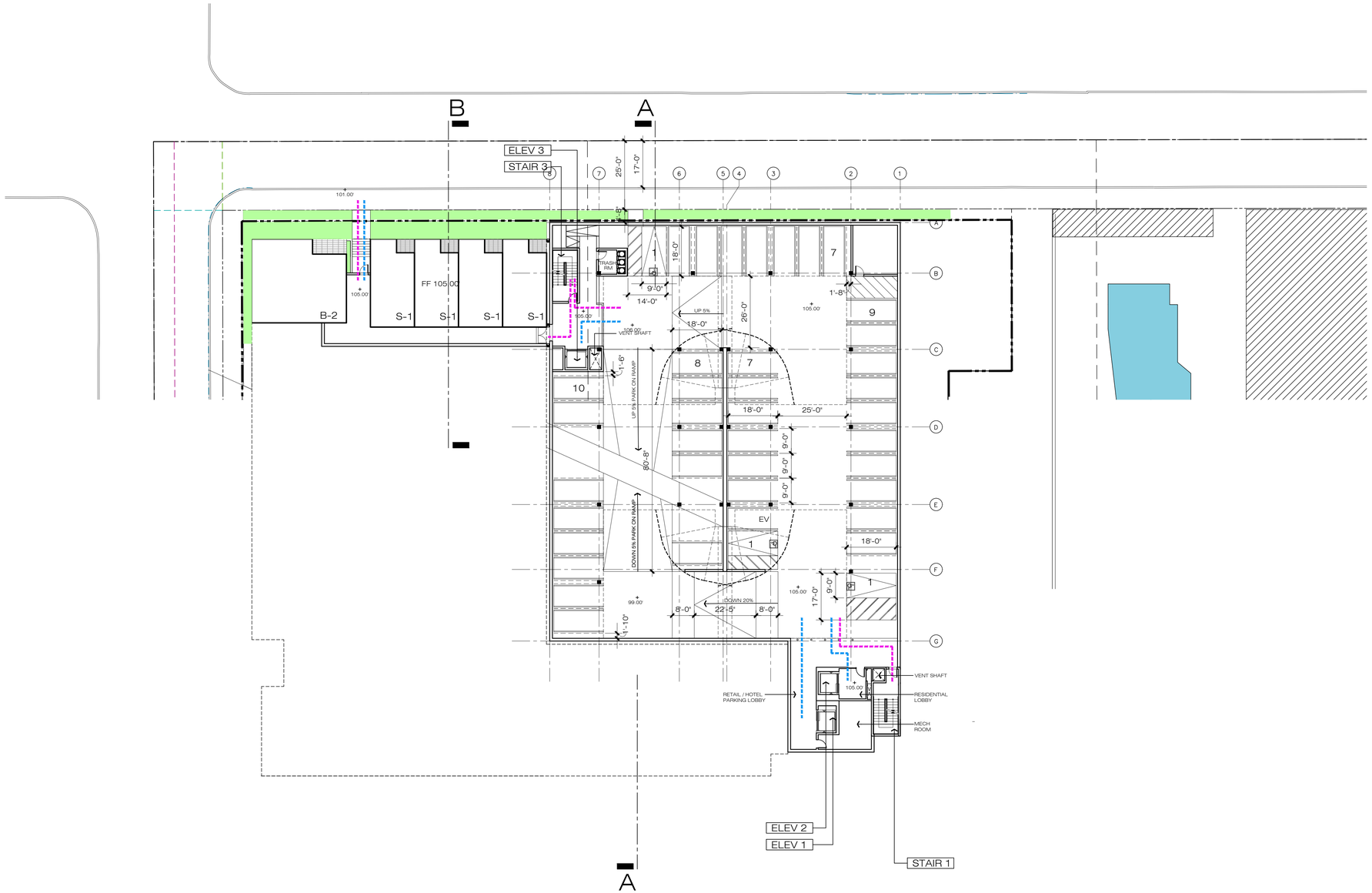
Job No. B7093 SD-SO-02
Revised Date.10.28.2021



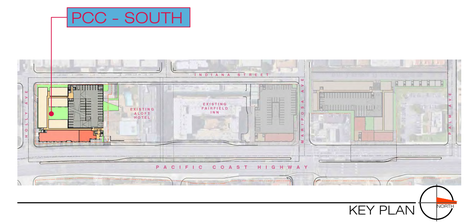
LEGEND

- PEDESTRIAN PATH OF TRAVEL
- PARKING ACCESS FROM PUBLIC STREETS
- EXIT ROUTE
- COMMERCIAL TRASH ROUTE

ELEV 1	COMMERCIAL / HOTEL PARKING (LEVEL B-1 TO L-1)
ELEV 2	RESIDENT ONLY ELEVATOR (LEVEL B-1 TO LEVEL L-6)
ELEV 3	RESIDENT ONLY ELEVATOR (LEVEL B-1 TO LEVEL L-6)
STAIR 1	LEVEL B-1 TO LEVEL L-6
STAIR 2	LEVEL L-1 TO LEVEL L-6
STAIR 3	LEVEL B-1 TO LEVEL L-6

PARKING LEVEL P-1

STANDARD	41 SPACES
ACCESSIBLE	3 SPACES
	44 SPACES



PARKING LEVEL P-1
105.00'

BRE HOTELS & RESORTS
CONTINENTAL DEVELOPMENT CORPORATION
Mar Ventures, Inc.
Pacific Coast Commons SOUTH

1" = 20'-0"
0 20 40 60

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Job No. B7093 SD-SO-03
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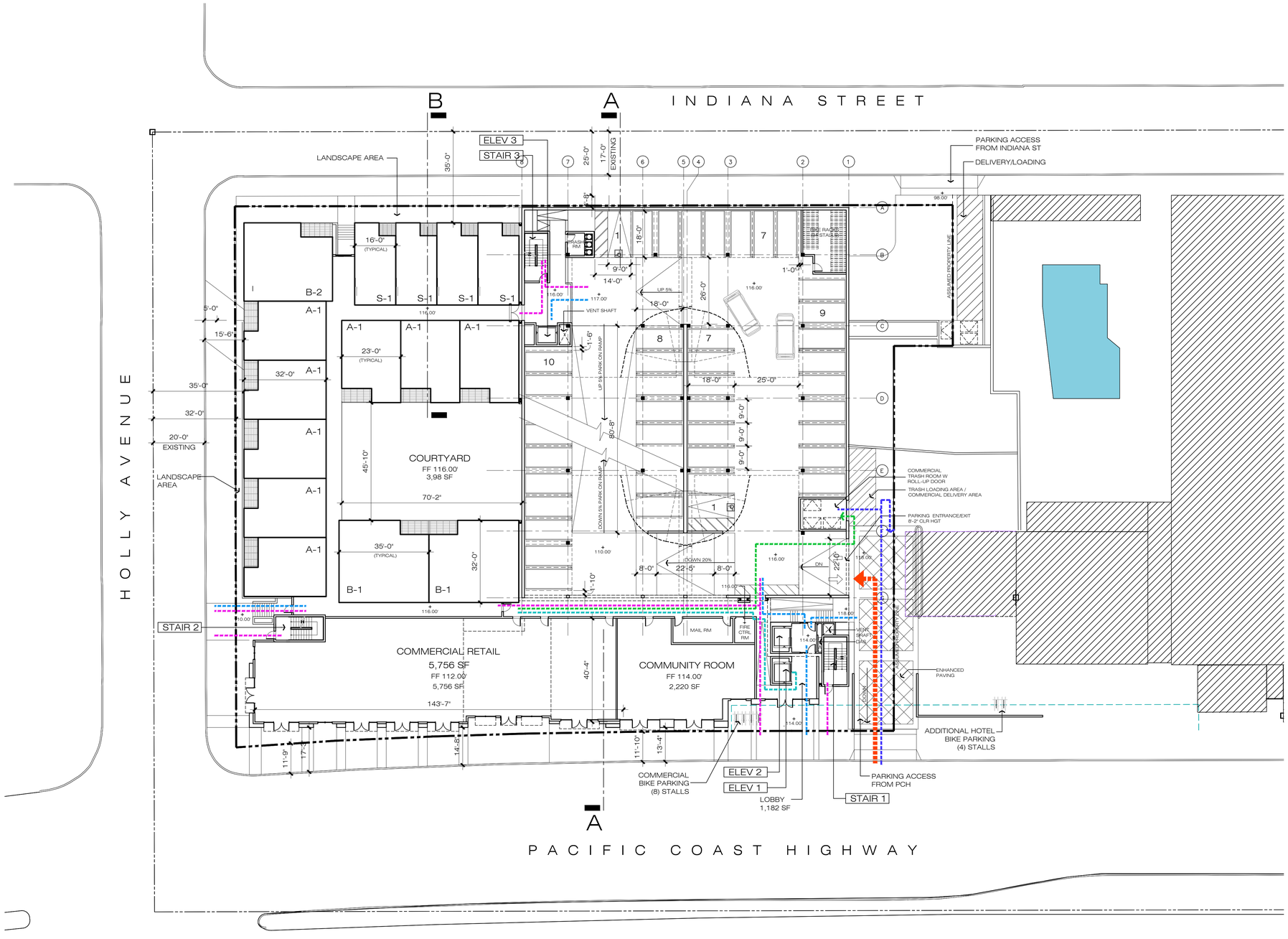
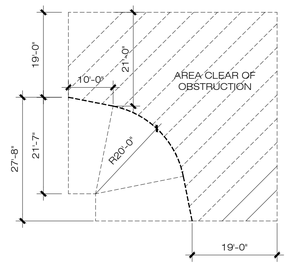


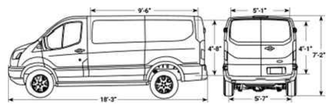
LEGEND

- PEDESTRIAN PATH OF TRAVEL
- PARKING ACCESS FROM PUBLIC STREETS
- EXIT ROUTE
- COMMERCIAL DELIVERY ROUTE
- COMMERCIAL TRASH ACCESS
- TRASH PICK UP ROUTE

ELEV 1	COMMERCIAL / HOTEL PARKING (LEVEL B-1 TO L-1)
ELEV 2	RESIDENT ONLY ELEVATOR (LEVEL B-1 TO LEVEL L-6)
ELEV 3	RESIDENT ONLY ELEVATOR (LEVEL B-1 TO LEVEL L-6)
STAIR 1	LEVEL B-1 TO LEVEL L-6
STAIR 2	LEVEL L-1 TO LEVEL L-6
STAIR 3	LEVEL B-1 TO LEVEL L-6

STANDARD 90° TURN RADIUS INSIDE PARKING GARAGE



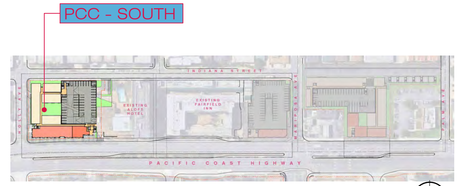


PARKING GARAGE WILL BE DESIGNED FOR A LOW ROOF (RWB) VAN VEHICLE AND WITH MINIMUM 8'-2" CLR HEIGHT

TYPICAL VAN DIMENSIONS:
6'-9" W, 18'-3" L, 7'-2" H

LEVEL L-1

STANDARD	39 SPACES
ACCESSIBLE	3 SPACES
	42 SPACES



KEY PLAN

LEVEL L-1
116.00'

BRE HOTELS & RESORTS
CONTINENTAL DEVELOPMENT CORPORATION
Mar Ventures, Inc.
Pacific Coast Commons SOUTH

1" = 20'-0"
0 20 40 60

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Job No. B7093 SD-SO-04
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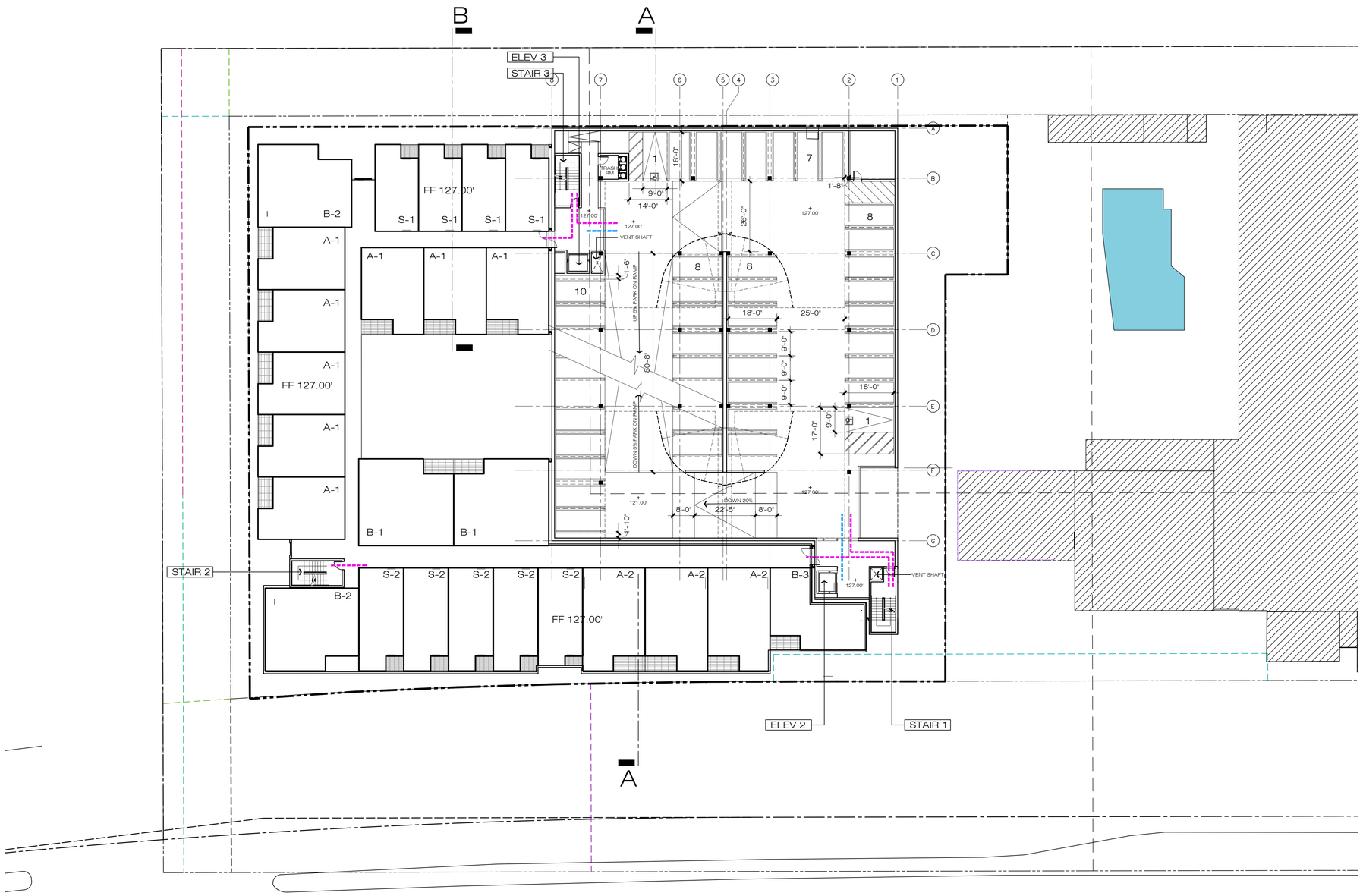


LEGEND

PEDESTRIAN PATH OF TRAVEL

EXIT ROUTE

ELEV 1	COMMERCIAL / HOTEL PARKING (LEVEL B-1 TO L-1)
ELEV 2	RESIDENT ONLY ELEVATOR (LEVEL B-1 TO LEVEL L-6)
ELEV 3	RESIDENT ONLY ELEVATOR (LEVEL B-1 TO LEVEL L-6)
STAIR 1	LEVEL B-1 TO LEVEL L-6
STAIR 2	LEVEL L-1 TO LEVEL L-6
STAIR 3	LEVEL B-1 TO LEVEL L-6

LEVEL L-4

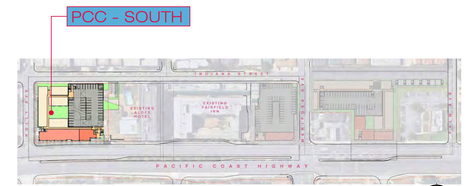
STANDARD	41 SPACES
ACCESSIBLE	2 SPACES
	43 SPACES

LEVEL L-3

STANDARD	41 SPACES
ACCESSIBLE	2 SPACES
	43 SPACES

LEVEL L-2

STANDARD	41 SPACES
ACCESSIBLE	2 SPACES
	43 SPACES



KEY PLAN

LEVEL L-2 TO LEVEL L-4
127.00', 137.00', 147.00'

BRE HOTELS & RESORTS
CONTINENTAL DEVELOPMENT CORPORATION
Mar Ventures, Inc.
Pacific Coast Commons SOUTH

1" = 20'-0"
0 20 40 60

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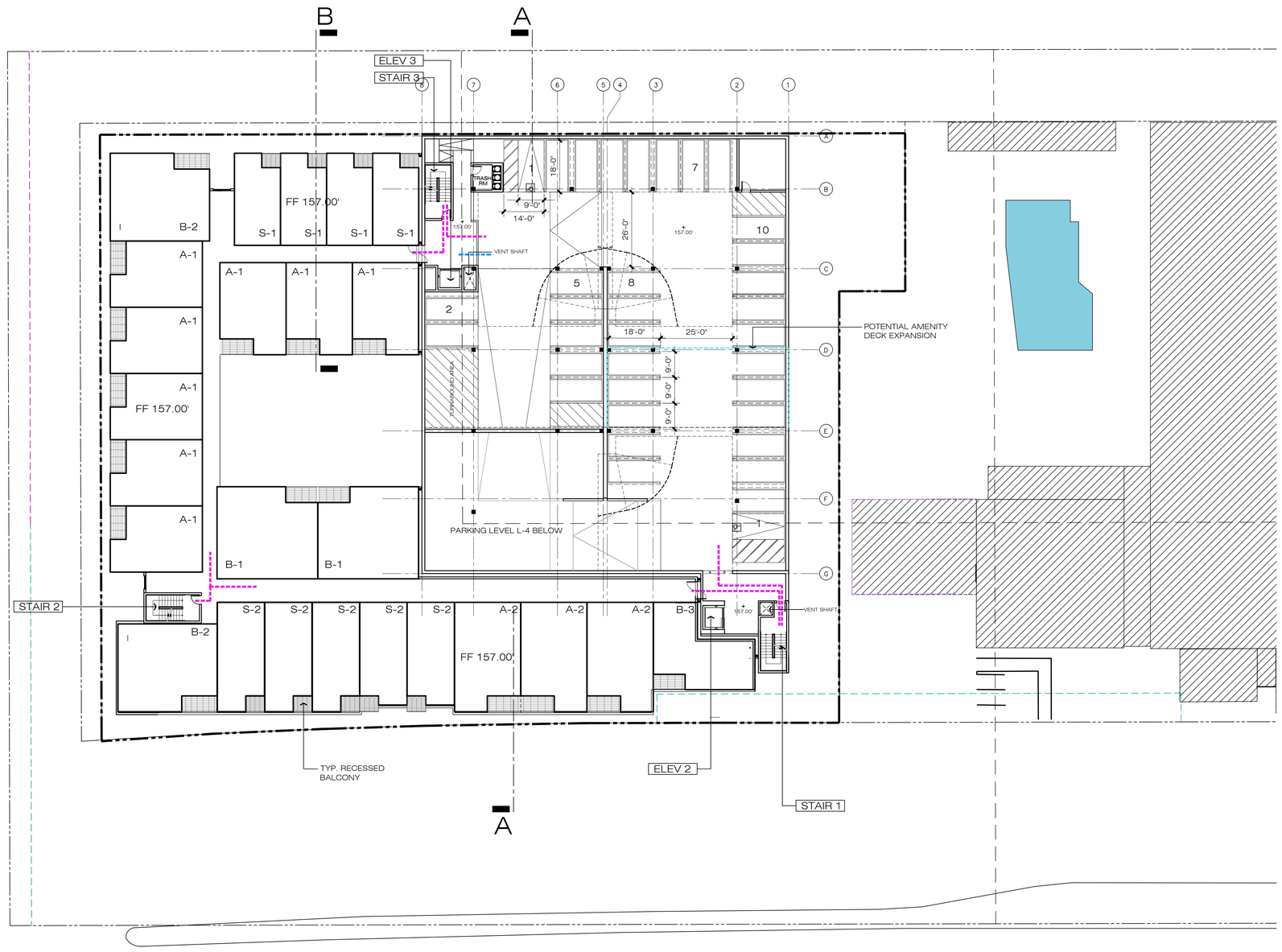


LEGEND

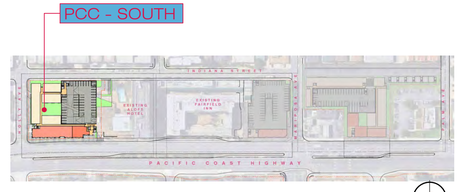
PEDESTRIAN PATH OF TRAVEL

EXIT ROUTE

ELEV 1	COMMERCIAL / HOTEL PARKING (LEVEL B-1 TO L-1)
ELEV 2	RESIDENT ONLY ELEVATOR (LEVEL B-1 TO LEVEL L-6)
ELEV 3	RESIDENT ONLY ELEVATOR (LEVEL B-1 TO LEVEL L-6)
STAIR 1	LEVEL B-1 TO LEVEL L-6
STAIR 2	LEVEL L-1 TO LEVEL L-6
STAIR 3	LEVEL B-1 TO LEVEL L-6

LEVEL L-5

STANDARD	31 SPACES
ACCESSIBLE	3 SPACES
	34 SPACES



KEY PLAN

LEVEL L-5
157.00'

BRE HOTELS & RESORTS

CONTINENTAL DEVELOPMENT CORPORATION

Mar Ventures, Inc.

Pacific Coast Commons SOUTH

1" = 20'-0"
0 20 40 60

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Job No. B7093 SD-SO-06
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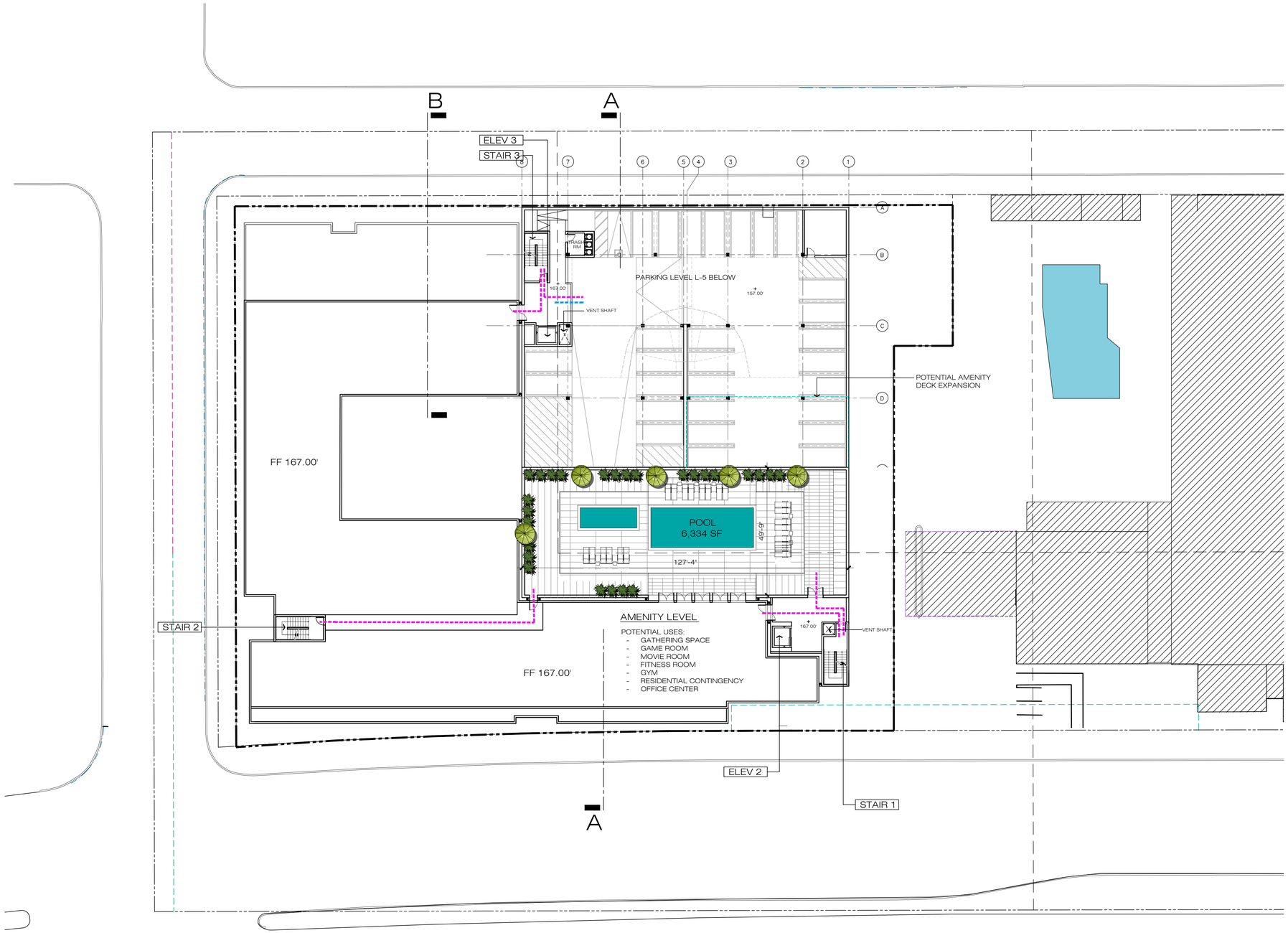
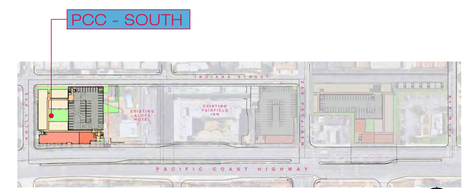


LEGEND

- PEDESTRIAN PATH OF TRAVEL
- PARKING ACCESS FROM PUBLIC STREETS
- EXIT ROUTE

ELEV 1	COMMERCIAL / HOTEL PARKING (LEVEL B-1 TO L-1)
ELEV 2	RESIDENT ONLY ELEVATOR (LEVEL B-1 TO LEVEL L-6)
ELEV 3	RESIDENT ONLY ELEVATOR (LEVEL B-1 TO LEVEL L-6)
STAIR 1	LEVEL B-1 TO LEVEL L-6
STAIR 2	LEVEL L-1 TO LEVEL L-6
STAIR 3	LEVEL B-1 TO LEVEL L-6



LEVEL L-6
167.00'

BRE HOTELS & RESORTS
CONTINENTAL DEVELOPMENT CORPORATION
Mar Ventures, Inc.
Pacific Coast Commons SOUTH

1" = 20'-0"
0 20 40 60

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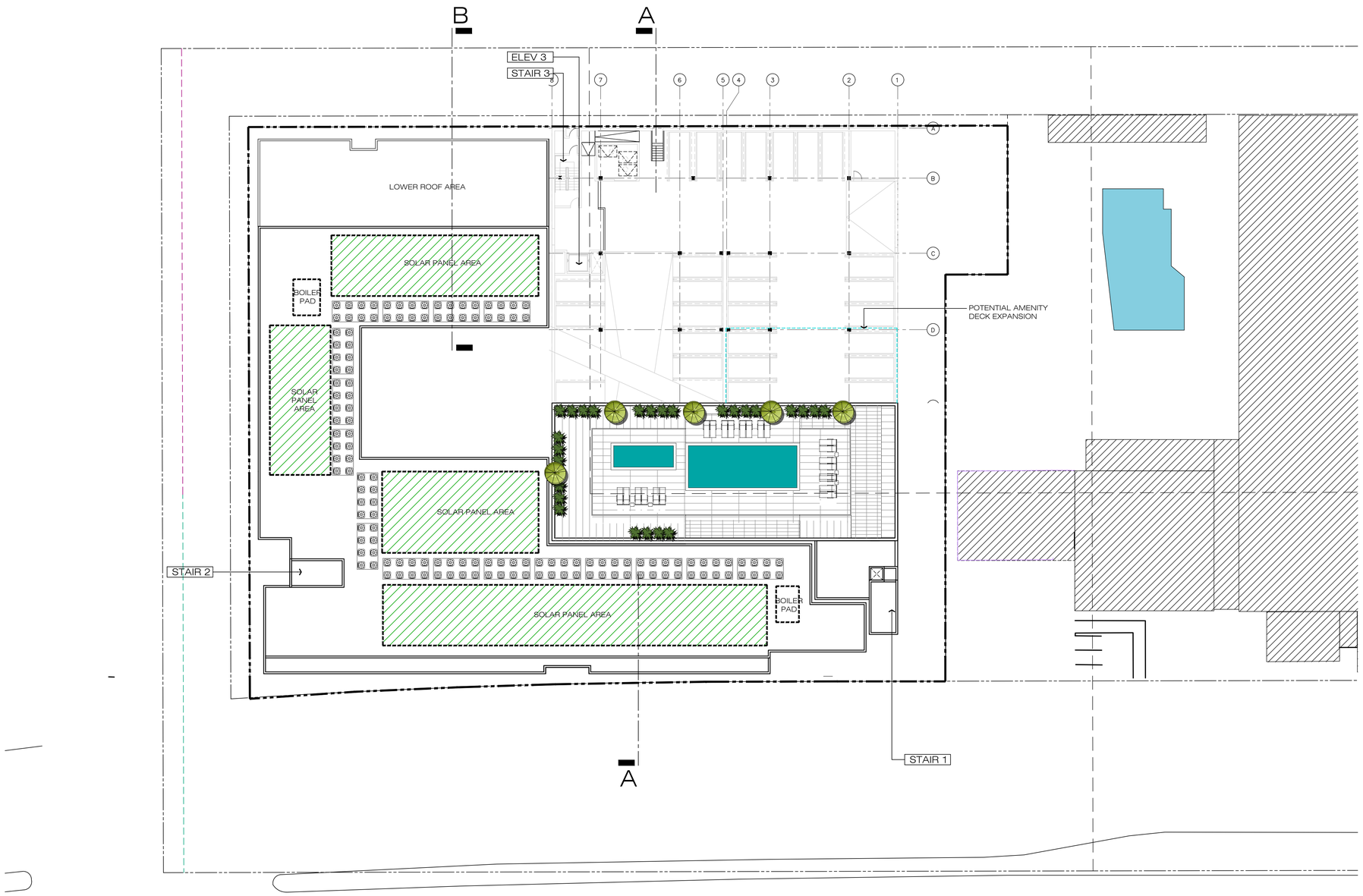
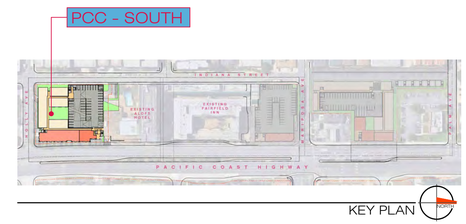
Job No. B7093 SD-SO-07
Revised Date.10.28.2021



LEGEND

- PEDESTRIAN PATH OF TRAVEL
- PARKING ACCESS FROM PUBLIC STREETS
- EXIT ROUTE

ELEV 1	COMMERCIAL / HOTEL PARKING (LEVEL B-1 TO L-1)
ELEV 2	RESIDENT ONLY ELEVATOR (LEVEL B-1 TO LEVEL L-6)
ELEV 3	RESIDENT ONLY ELEVATOR (LEVEL B-1 TO LEVEL L-6)
STAIR 1	LEVEL B-1 TO LEVEL L-6
STAIR 2	LEVEL L-1 TO LEVEL L-6
STAIR 3	LEVEL B-1 TO LEVEL L-6



ROOF PLAN

BRE HOTELS & RESORTS | CONTINENTAL DEVELOPMENT CORPORATION | Mar Ventures, Inc.

Pacific Coast Commons SOUTH

1" = 20'-0"
0 20 40 60

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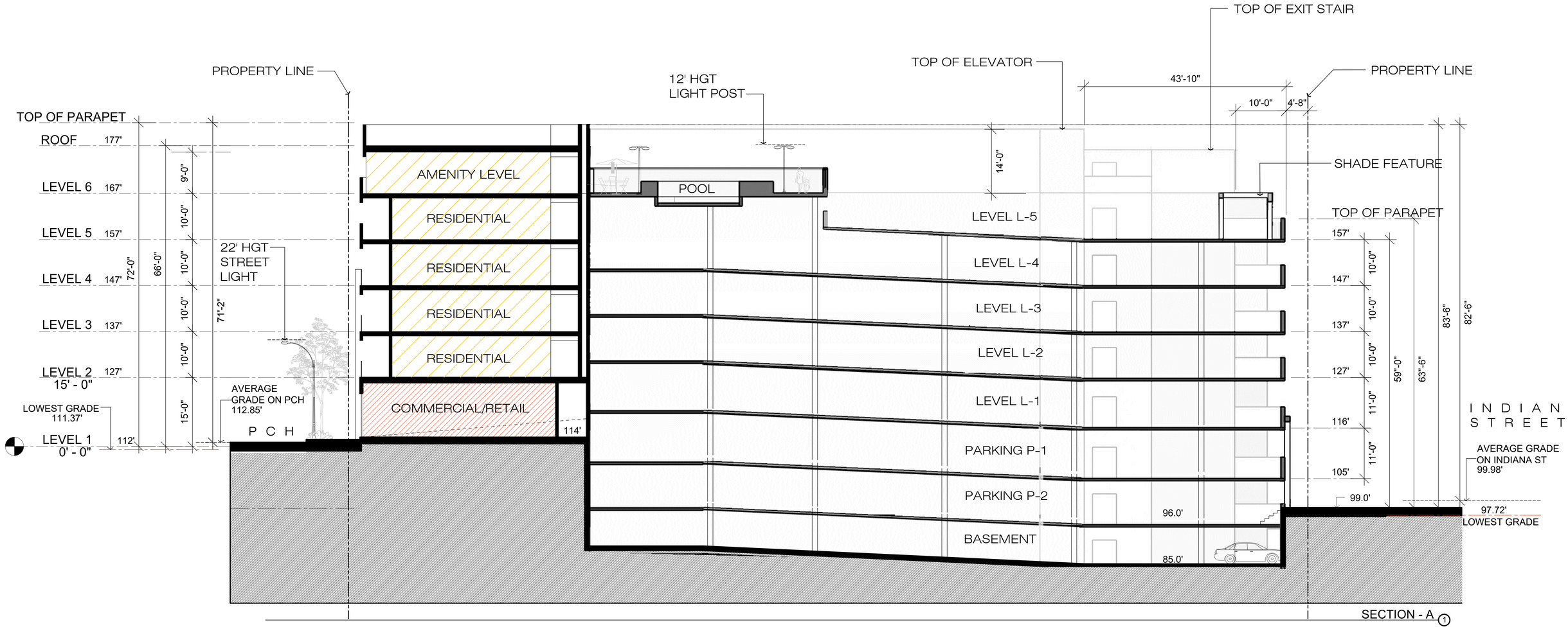
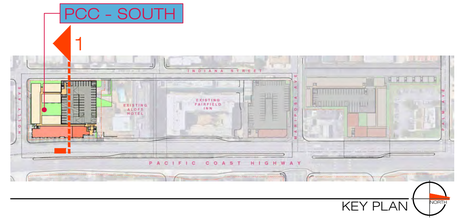
Job No. B7093 SD-SO-08
Revised Date.10.28.2021



SECTION - A 1



SECTION

BRE HOTELS & RESORTS

CONTINENTAL DEVELOPMENT CORPORATION

Mar Ventures, Inc.

Pacific Coast Commons SOUTH

1" = 10'-0"
0 10 20 30

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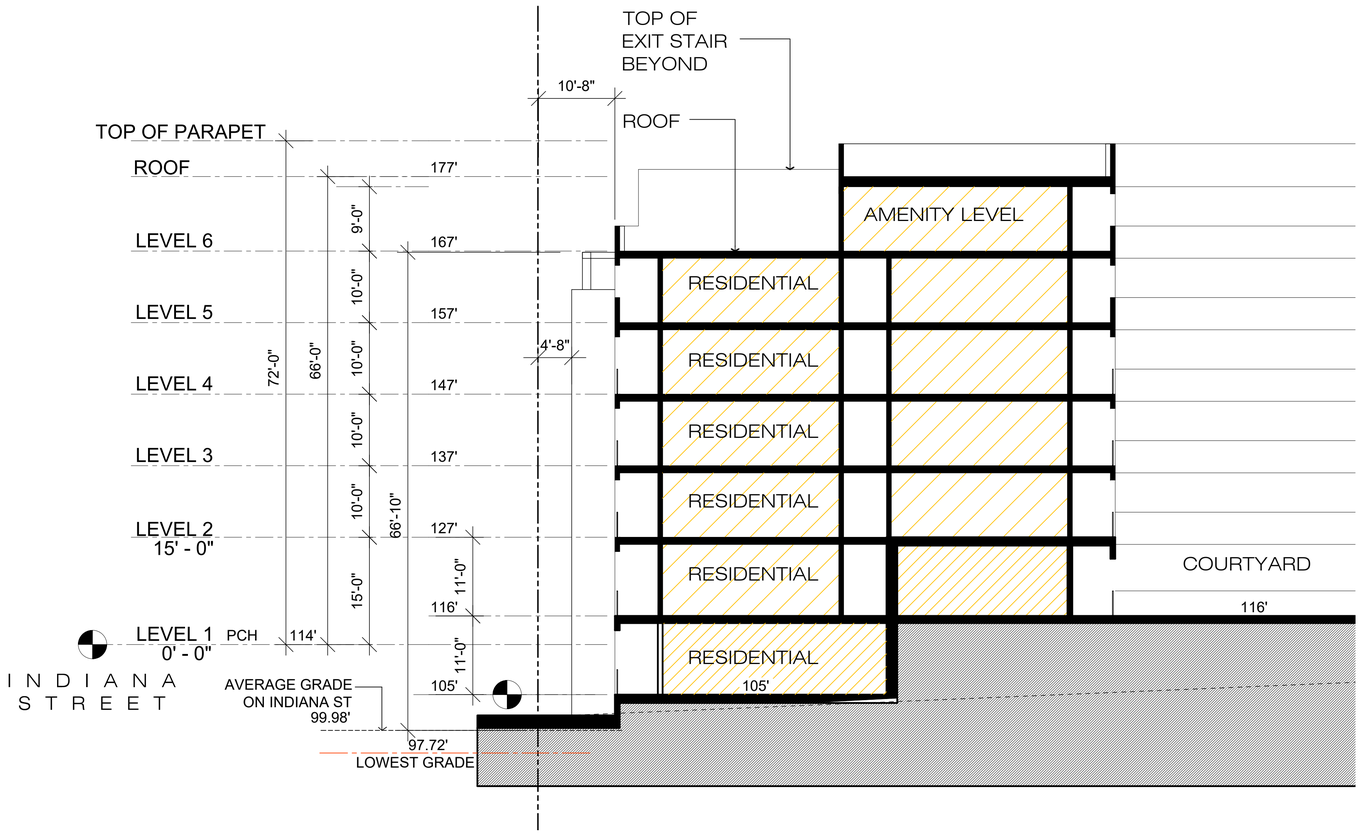
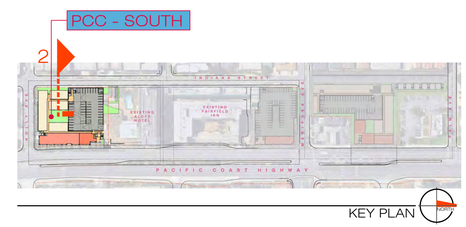
Job No. B7093 SD-SO-10
Revised Date.10.28.2021



SECTION - B ②



SECTION

BRE HOTELS & RESORTS

CONTINENTAL DEVELOPMENT CORPORATION

Mar Ventures, Inc.

Pacific Coast Commons SOUTH

1" = 10'-0"
0 10 20 30

WM WITHEE MALCOLM ARCHITECTS

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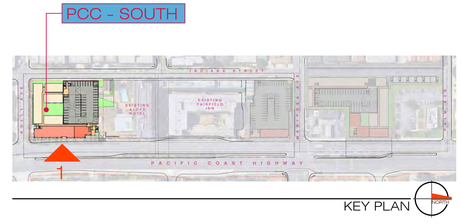
Job No. B7093 SD-SO-11

Revised Date.10.28.2021

EAST ELEVATION ①



KEY PLAN

ELEVATION

BRE HOTELS & RESORTS

CONTINENTAL DEVELOPMENT CORPORATION

Mar Ventures, Inc.

Pacific Coast Commons SOUTH

scale: 1" = 10'-0"

0 10 20 30 40

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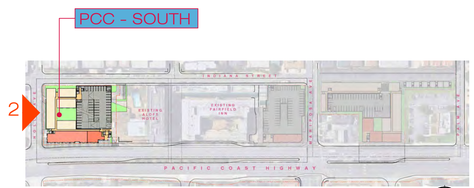
Job No. B7093 SD-SO-12

Revised Date.10.28.2021

SOUTH ELEVATION ②



KEY PLAN

ELEVATION

BRE HOTELS & RESORTS

CONTINENTAL DEVELOPMENT CORPORATION

Mar Ventures, Inc.

Pacific Coast Commons SOUTH

scale: 1" = 10'-0"
0 10 20 30 40

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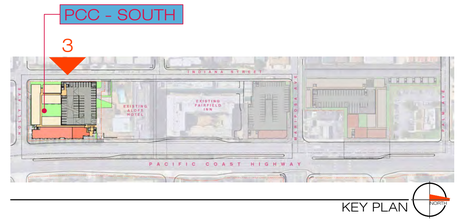
Job No. B7093 SD-SO-13
Revised Date.10.28.2021

WEST ELEVATION ③



KEY PLAN

ELEVATION

BRE HOTELS & RESORTS
CONTINENTAL DEVELOPMENT CORPORATION
Mar Ventures, Inc.
Pacific Coast Commons SOUTH

scale: 1" = 10'-0"
0 10 20 30 40

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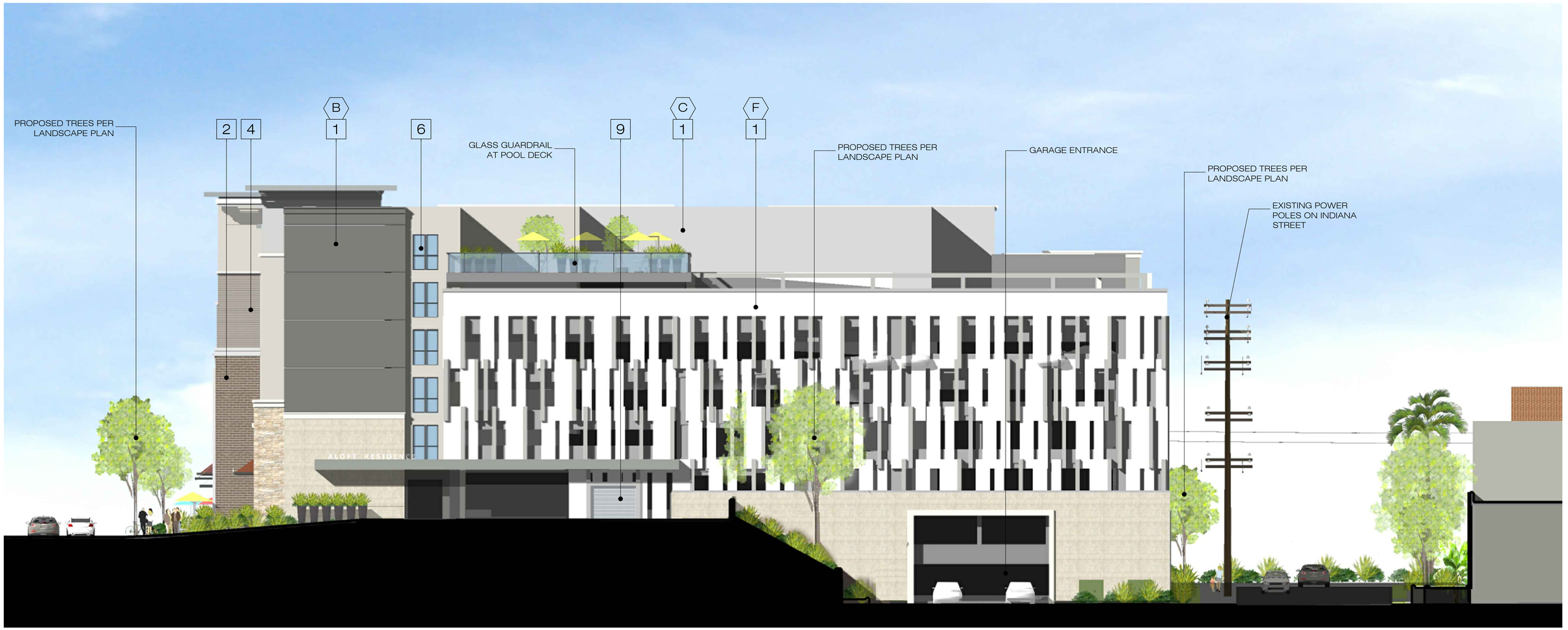
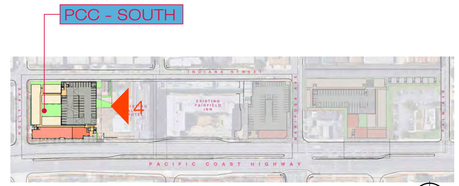
Job No. B7093 SD-SO-14
Revised Date.10.28.2021



NORTH ELEVATION 4



KEY PLAN

ELEVATION

BRE HOTELS & RESORTS

CONTINENTAL DEVELOPMENT CORPORATION

Mar Ventures, Inc.

Pacific Coast Commons SOUTH

scale: 1" = 10'-0"

0 10 20 30 40

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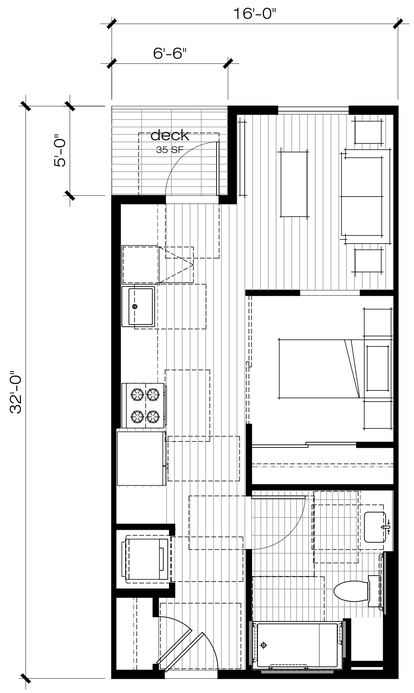
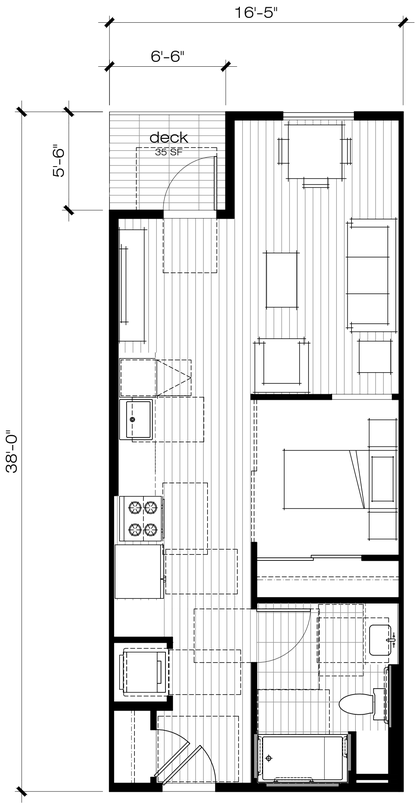
Job No. B7093 SD-SO-15

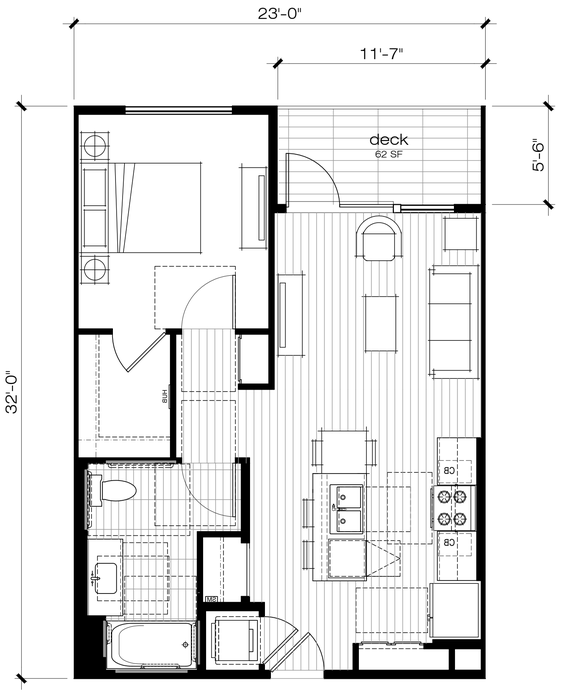
Revised Date.10.28.2021



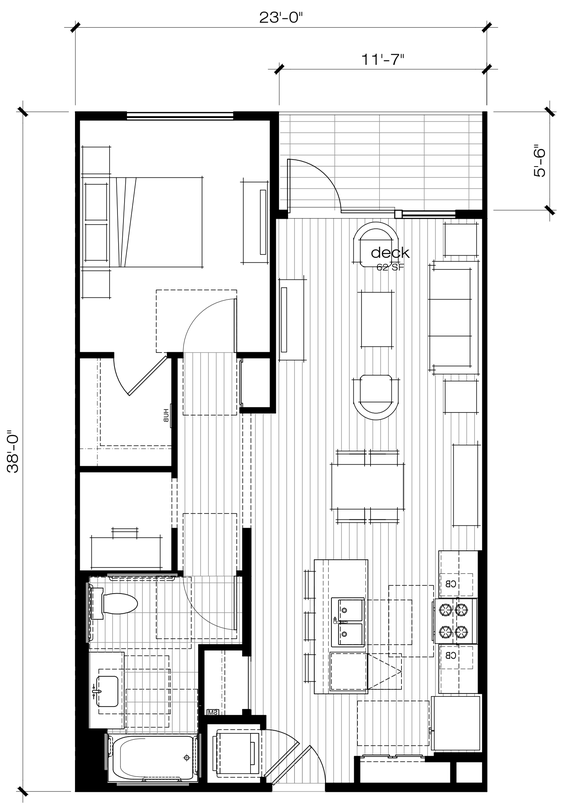
UNIT - S1
Studio
Gross Area: 476 SF



UNIT - S2
Studio
Gross Area: 588 SF



UNIT - A1
One Bedroom
Gross Area: 668 SF



UNIT - A2
One Bedroom
Gross Area: 809 SF

UNIT PLANS

BRE HOTELS & RESORTS
CONTINENTAL DEVELOPMENT CORPORATION
Mar Ventures, Inc.
Pacific Coast Commons SOUTH

1/4" = 1'-0"
0 4 8 12

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Job No. B7093 SD-SO-16
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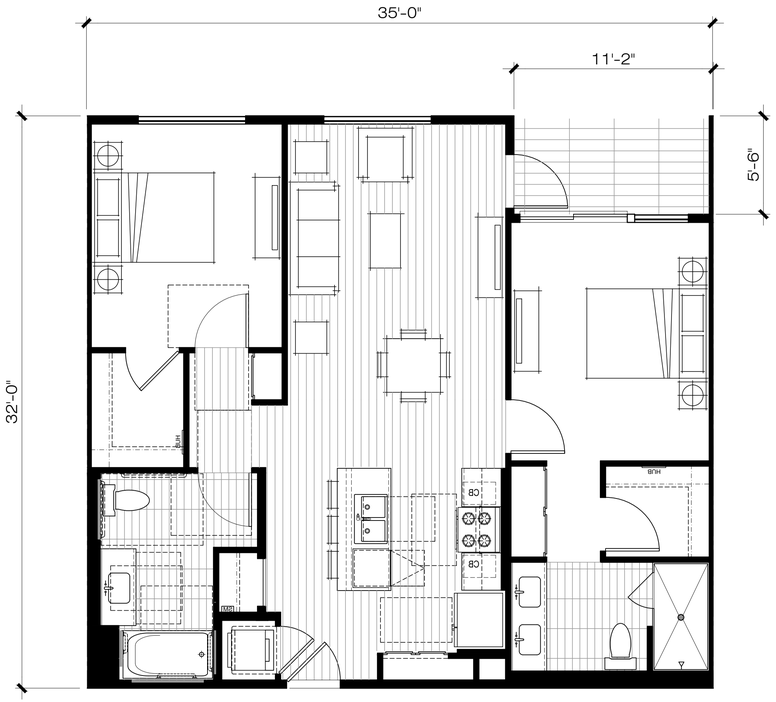
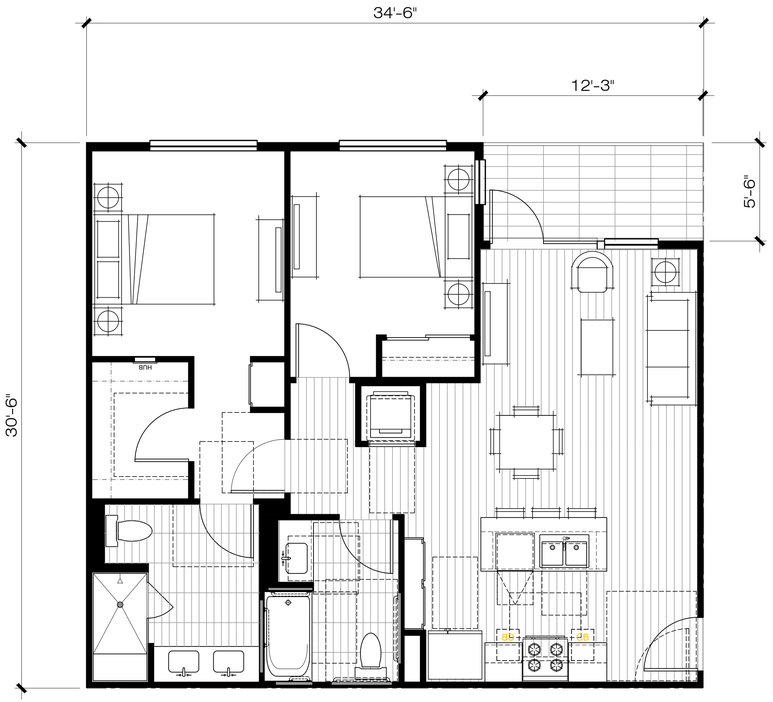
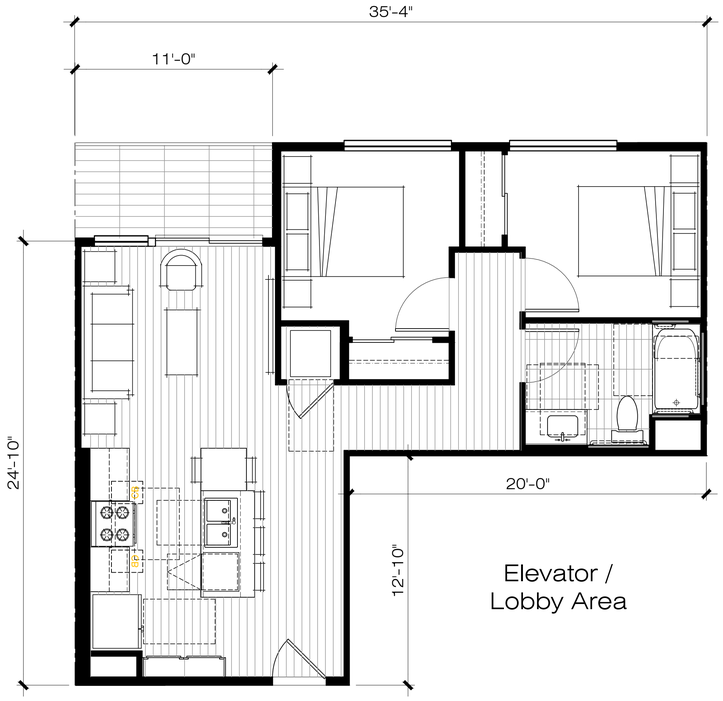


UNIT - B1
Two Bedroom
Gross Area: 1058 SF



UNIT - B2
Two Bedroom
Gross Area: 984 SF



UNIT - B3
Two Bedroom
Gross Area: 754 SF

UNIT PLANS

BRE HOTELS & RESORTS
CONTINENTAL DEVELOPMENT CORPORATION
Mar Ventures, Inc.
Pacific Coast Commons SOUTH

1/4" = 1'-0"
0 4 8 12

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Job No. B7093 SD-SO-17
Revised Date.10.28.2021

PCC SOUTH - PACIFIC COAST HWY ELEVATION

TRIM COLORS

F HIGH REFLECTIVE WHITE
SW7757

G TRICORN BLACK
SW6258

MAIN COLORS

A PEPPERCORN
SW7674

B CITYSCAPE
SW7067

C CRUSHED ICE
SW7647

D REPOSE GRAY
SW7015

E WINDFRESH WHITE
SW7628

1 STUCCO
20 / 30 Sand Finish

2 BRICK VENEER
Dark Brown Smooth

3 MANUFACTURED
Mountain Ledge

4 LAP SIDING
Smooth Finish -Gray Slate

9 TYPICAL METAL ROLL-UP TRASH ROOM DOOR

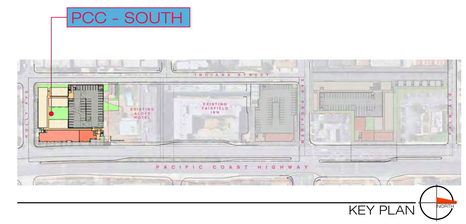
5 METAL GUARDRAIL

6 VINYL WINDOW
Bronze

7 FABRIC AWNING

8 GENERAL STOREFRONT

10 SCREENING
"Creeping Fig"



MATERIAL BOARD

BRE HOTELS & RESORTS
CONTINENTAL DEVELOPMENT CORPORATION
Mar Ventures, Inc.
Pacific Coast Commons SOUTH

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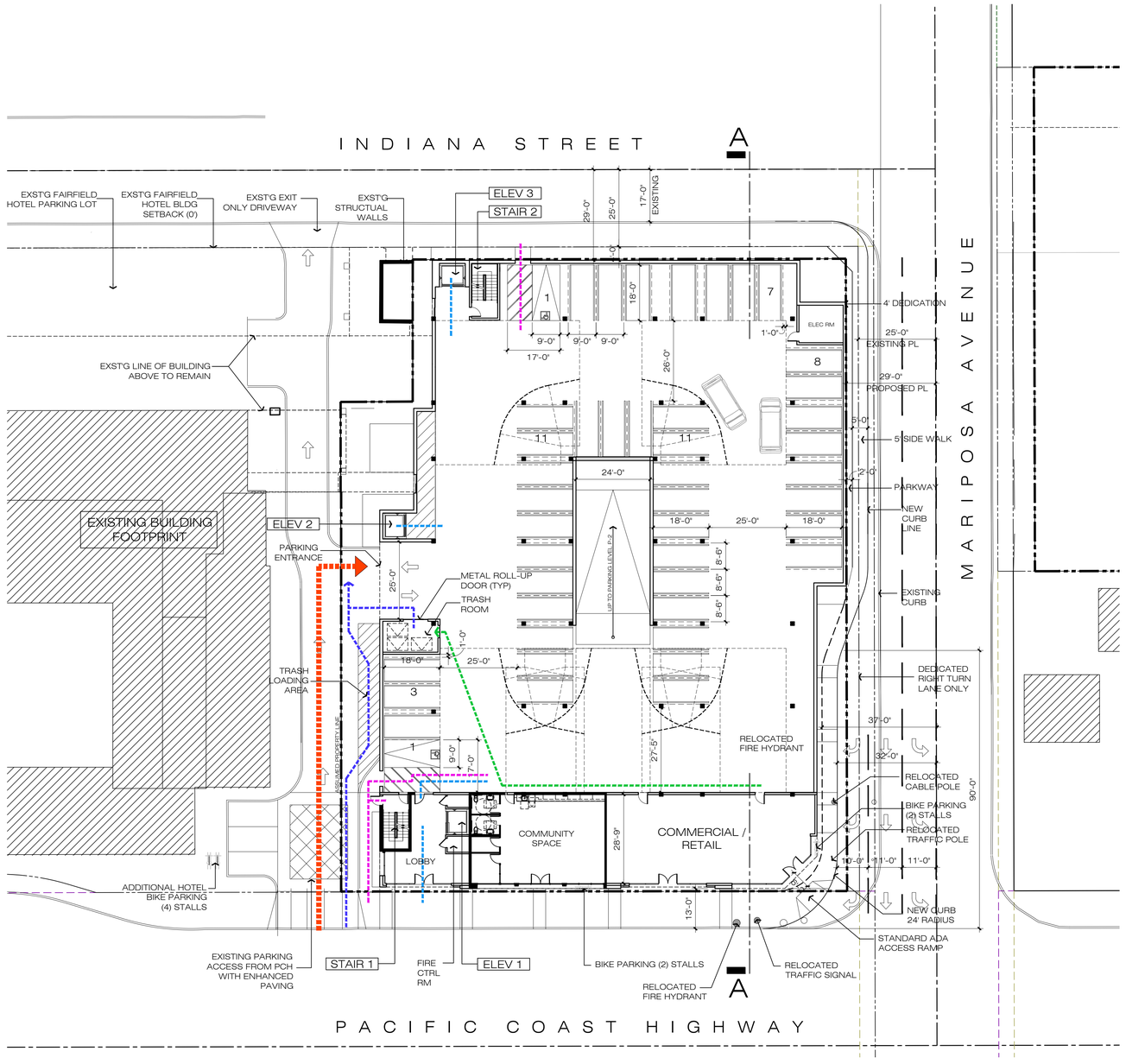
Job No. B7093 SD-SO-18
Revised Date.10.28.2021

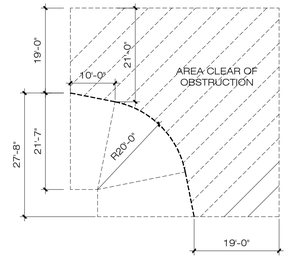


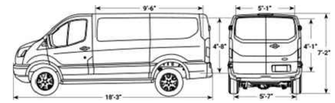
LEGEND

- PEDESTRIAN PATH OF TRAVEL
- PARKING ACCESS FROM PUBLIC STREETS
- EXIT ROUTE
- COMMERCIAL DELIVERY ROUTE
- COMMERCIAL TRASH ACCESS
- TRASH PICK UP ROUTE

ELEV 1	COMMERCIAL / HOTEL PARKING (LEVEL L-1 TO L-5)
ELEV 2	COMMERCIAL / HOTEL PARKING (LEVEL L-1 TO L-5)
ELEV 3	HOTEL ONLY ELEVATOR (LEVEL L-1 TO LEVEL L-5)
STAIR 1	LEVEL L-1 TO LEVEL L-5
STAIR 2	LEVEL L-1 TO LEVEL L-5

STANDARD 90° TURN RADIUS INSIDE PARKING GARAGE



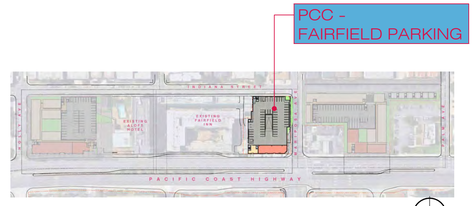


PARKING GARAGE WILL BE DESIGNED FOR A LOW ROOF (RWB) VAN VEHICLE AND WITH MINIMUM 8'-2" CLR HEIGHT

TYPICAL VAN DIMENSIONS:
6'-9" W, 18'-3" L, 7'-2" H

LEVEL L-1

STANDARD	41 SPACES
ACCESSIBLE	2 SPACES
	43 SPACES



KEY PLAN

LEVEL L-1

CONTINENTAL DEVELOPMENT CORPORATION
Mar Ventures, Inc.
Pacific Coast Commons FAIRFIELD PARKING

1" = 20'-0"
0 20 40 60

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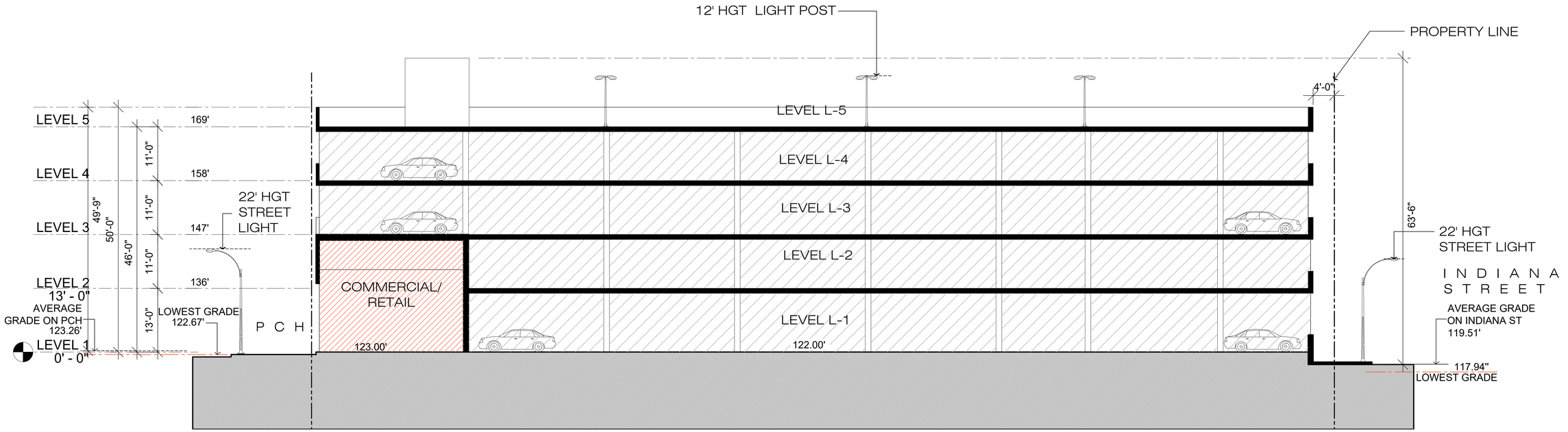
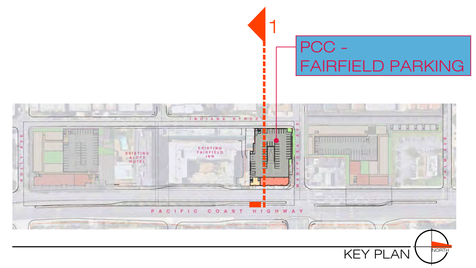
Job No. B7093 SD-FF-01
Revised Date.10.28.2021



SECTION - A 1



SECTION

BRE HOTELS & RESORTS

CONTINENTAL DEVELOPMENT CORPORATION

Mar Ventures, Inc.

Pacific Coast Commons FAIRFIELD PARKING

1" = 10'-0"
0 10 20 30

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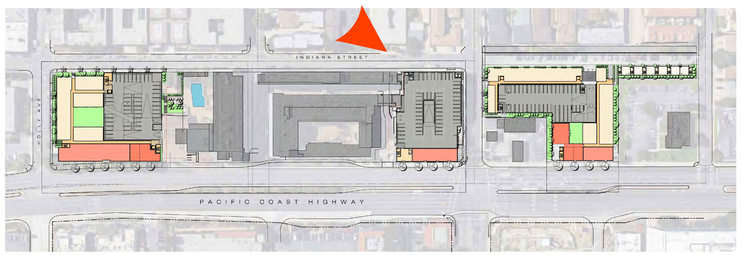
Job No. B7093 SD-FF-04
Revised Date.10.28.2021

VIEW ON INDIANA ST AT FAIRFIELD PARKING



KEY PLAN
NOT TO SCALE

CONCEPT VIEW

BRE HOTELS & RESORTS
CONTINENTAL DEVELOPMENT CORPORATION
Mar Ventures, Inc.

Pacific Coast Commons

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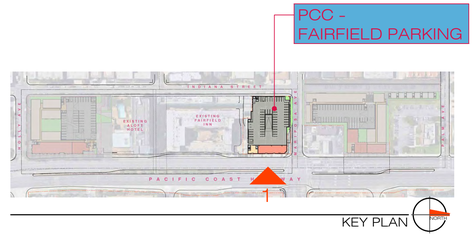
Job No. B7093 SD-MP-05
Revised Date.10.28.2021

EAST ELEVATION 1



KEY PLAN

ELEVATION

BRE HOTELS & RESORTS

CONTINENTAL DEVELOPMENT CORPORATION

Mar Ventures, Inc.

Pacific Coast Commons FAIRFIELD PARKING

scale: 1" = 10'-0"

0 10 20 30 40

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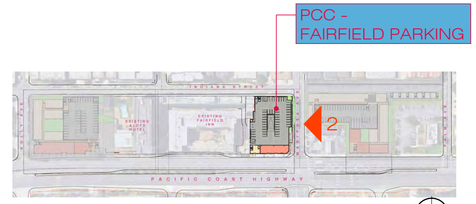
Job No. B7093 SD-FF-05

Revised Date.10.28.2021

NORTH ELEVATION (2)



KEY PLAN

ELEVATION

BRE HOTELS & RESORTS

CONTINENTAL DEVELOPMENT CORPORATION

Mar Ventures, Inc.

Pacific Coast Commons FAIRFIELD PARKING

scale: 1" = 10'-0"

0 10 20 30 40

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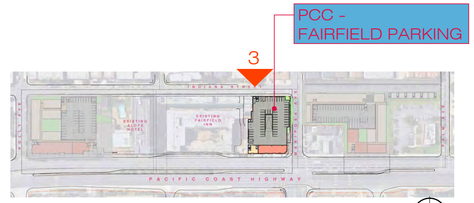
Job No. B7093 SD-FF-06

Revised Date.10.28.2021

WEST ELEVATION ③



KEY PLAN

ELEVATION

BRE HOTELS & RESORTS

CONTINENTAL DEVELOPMENT CORPORATION

Mar Ventures, Inc.

Pacific Coast Commons FAIRFIELD PARKING

scale: 1" = 10'-0"

0 10 20 30 40

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Job No. B7093 SD-FF-07

Revised Date.10.28.2021

FAIRFIELD PARKING - PACIFIC COAST HWY ELEVATION

MAIN COLORS

A HIGH REFLECTIVE WHITE
SW7757

B CITYSCAPE
SW7067

C SAMOVAR SILVER
SW6233

1 STUCCO
20 / 30 Sand Finish

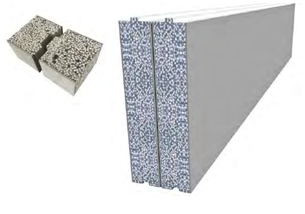
2 BRICK VENEER
Tundra Brick - Ashland
By El Dorado or Appr. equal

3 STONE VENEER
Rough Cut - Casa Blanca
By El Dorado or Appr. equal

4 LAP SIDING
Smooth Finish -Gray Slate

9 IRON FENCE

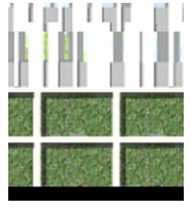
5 CURROGATED METAL



6 PRECAST PANELS
light weight precast plaster panels

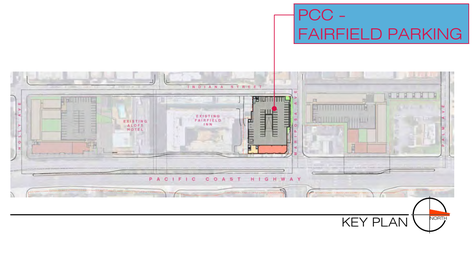
7 FABRIC AWNING

8 GENERAL STOREFRONT



10 SCREENING
"Creeping Fig"

11 TYPICAL METAL ROLL-UP TRASH ROOM DOOR



MATERIAL BOARD

BRE HOTELS & RESORTS
CONTINENTAL DEVELOPMENT CORPORATION
Mar Ventures, Inc.
Pacific Coast Commons FAIRFIELD PARKING

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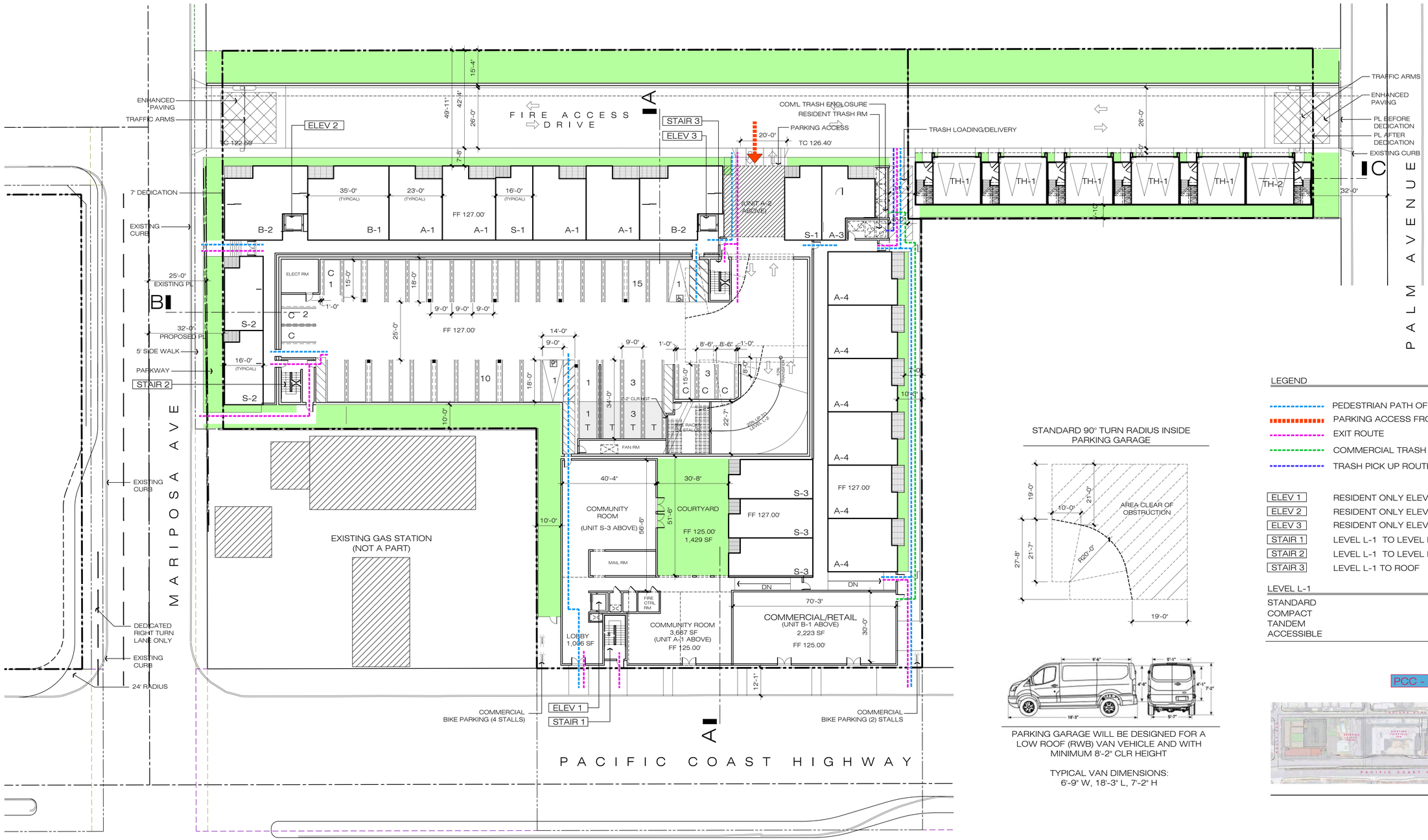
Job No. B7093 SD-FF-08
Revised Date.10.28.2021



STANDARD 90° TURN RADIUS INSIDE PARKING GARAGE

PARKING GARAGE WILL BE DESIGNED FOR A LOW ROOF (RWB) VAN VEHICLE AND WITH MINIMUM 8'-2" CLR HEIGHT

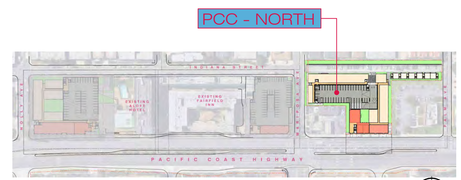
TYPICAL VAN DIMENSIONS:
6'-9" W, 18'-3" L, 7'-2" H

LEGEND

- PEDESTRIAN PATH OF TRAVEL
- PARKING ACCESS FROM PUBLIC STREETS
- EXIT ROUTE
- COMMERCIAL TRASH / DELIVERY ROUTE
- TRASH PICK UP ROUTE

ELEV 1	RESIDENT ONLY ELEVATOR (LEVEL L-1 TO LEVEL L-6)
ELEV 2	RESIDENT ONLY ELEVATOR (LEVEL L-1 TO LEVEL L-6)
ELEV 3	RESIDENT ONLY ELEVATOR (LEVEL L-1 TO ROOF DECK)
STAIR 1	LEVEL L-1 TO LEVEL L-6
STAIR 2	LEVEL L-1 TO LEVEL L-6
STAIR 3	LEVEL L-1 TO ROOF

LEVEL L-1	
STANDARD	25 SPACES
COMPACT	6 SPACES
TANDEM	8 SPACES
ACCESSIBLE	2 SPACES
	41 SPACES



LEVEL L- 1

BRE HOTELS & RESORTS
CONTINENTAL DEVELOPMENT CORPORATION
Mar Ventures, Inc.
Pacific Coast Commons NORTH

1" = 20'-0"
0 20 40 60

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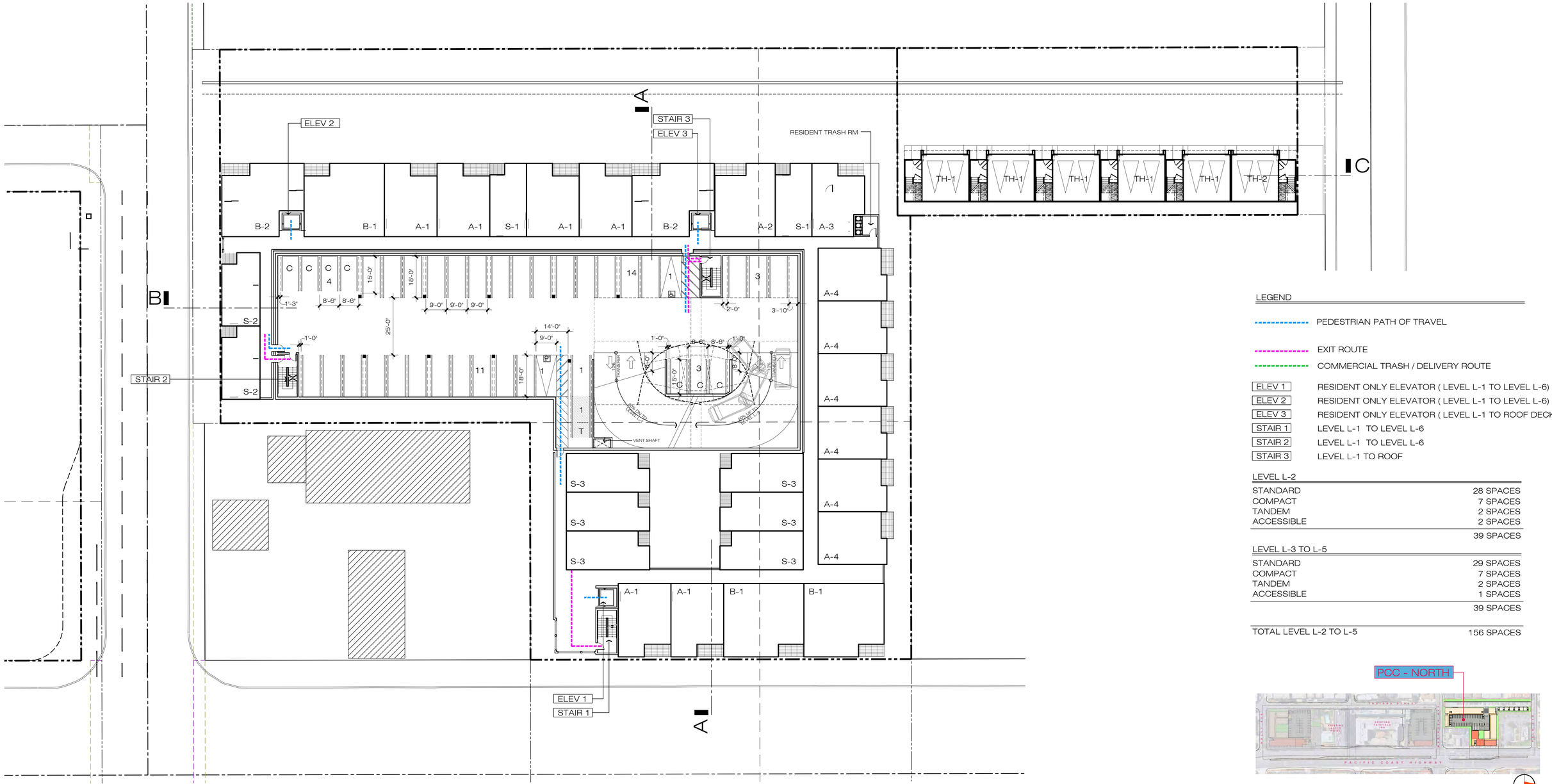
Job No. B7093 SD-NO-01
Revised Date.10.28.2021



LEGEND

- PEDESTRIAN PATH OF TRAVEL
- EXIT ROUTE
- COMMERCIAL TRASH / DELIVERY ROUTE

ELEV 1	RESIDENT ONLY ELEVATOR (LEVEL L-1 TO LEVEL L-6)
ELEV 2	RESIDENT ONLY ELEVATOR (LEVEL L-1 TO LEVEL L-6)
ELEV 3	RESIDENT ONLY ELEVATOR (LEVEL L-1 TO ROOF DECK)
STAIR 1	LEVEL L-1 TO LEVEL L-6
STAIR 2	LEVEL L-1 TO LEVEL L-6
STAIR 3	LEVEL L-1 TO ROOF

LEVEL L-2

STANDARD	28 SPACES
COMPACT	7 SPACES
TANDEM	2 SPACES
ACCESSIBLE	2 SPACES
	39 SPACES

LEVEL L-3 TO L-5

STANDARD	29 SPACES
COMPACT	7 SPACES
TANDEM	2 SPACES
ACCESSIBLE	1 SPACES
	39 SPACES

TOTAL LEVEL L-2 TO L-5	156 SPACES

KEY PLAN

LEVEL L-2 TO LEVEL L-5

BRE HOTELS & RESORTS
CONTINENTAL DEVELOPMENT CORPORATION
Mar Ventures, Inc.
Pacific Coast Commons NORTH

1" = 20'-0"
0 20 40 60

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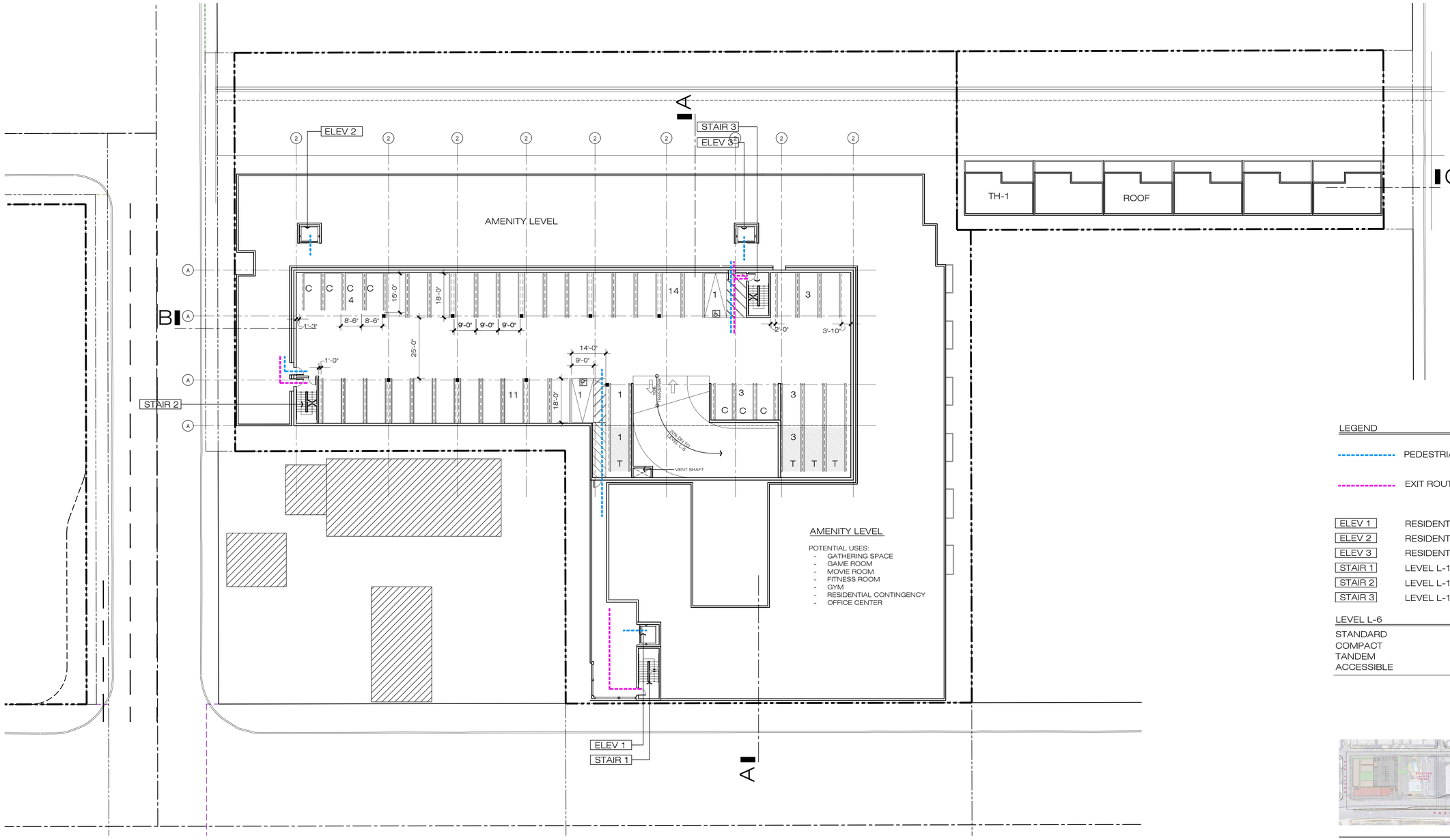
Job No. B7093 SD-NO-02
Revised Date.10.28.2021



LEGEND

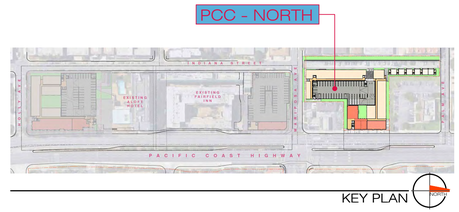
PEDESTRIAN PATH OF TRAVEL

EXIT ROUTE

ELEV 1	RESIDENT ONLY ELEVATOR (LEVEL L-1 TO LEVEL L-6)
ELEV 2	RESIDENT ONLY ELEVATOR (LEVEL L-1 TO LEVEL L-6)
ELEV 3	RESIDENT ONLY ELEVATOR (LEVEL L-1 TO ROOF DECK)
STAIR 1	LEVEL L-1 TO LEVEL L-6
STAIR 2	LEVEL L-1 TO LEVEL L-6
STAIR 3	LEVEL L-1 TO ROOF

LEVEL L-6

STANDARD	29 SPACES
COMPACT	7 SPACES
TANDEM	6 SPACES
ACCESSIBLE	1 SPACES
	43 SPACES



LEVEL L-6

BRE HOTELS & RESORTS

CONTINENTAL DEVELOPMENT CORPORATION

Mar Ventures, Inc.

Pacific Coast Commons NORTH

1" = 20'-0"
0 20 40 60

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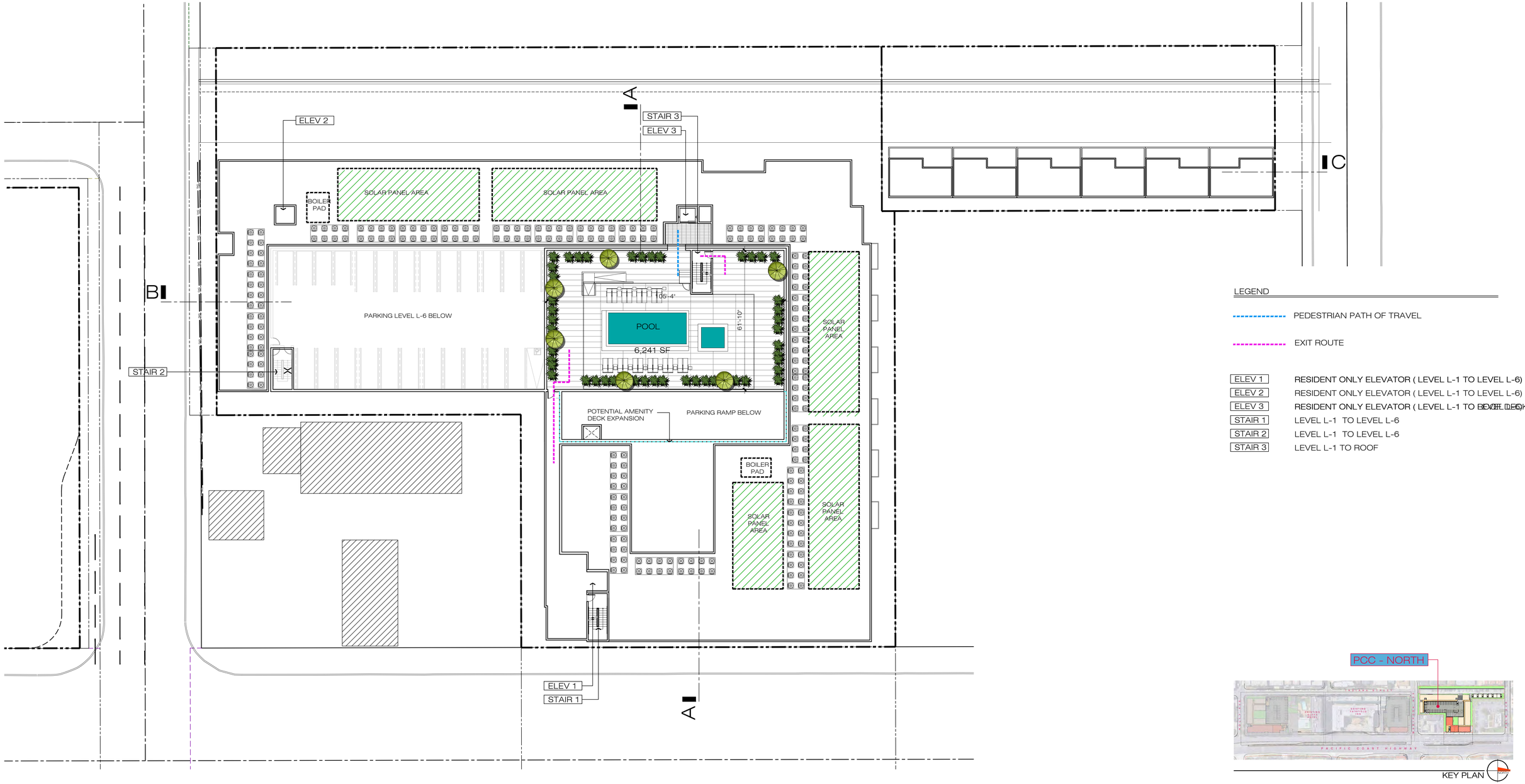
Job No. B7093 SD-NO-03
Revised Date.10.28.2021

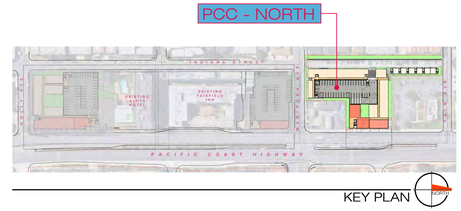


LEGEND

PEDESTRIAN PATH OF TRAVEL

EXIT ROUTE

ELEV 1	RESIDENT ONLY ELEVATOR (LEVEL L-1 TO LEVEL L-6)
ELEV 2	RESIDENT ONLY ELEVATOR (LEVEL L-1 TO LEVEL L-6)
ELEV 3	RESIDENT ONLY ELEVATOR (LEVEL L-1 TO ROOF DECK)
STAIR 1	LEVEL L-1 TO LEVEL L-6
STAIR 2	LEVEL L-1 TO LEVEL L-6
STAIR 3	LEVEL L-1 TO ROOF



ROOF PLAN

BRE HOTELS & RESORTS

CONTINENTAL DEVELOPMENT CORPORATION

Mar Ventures, Inc.

Pacific Coast Commons NORTH

1" = 20'-0"
0 20 40 60

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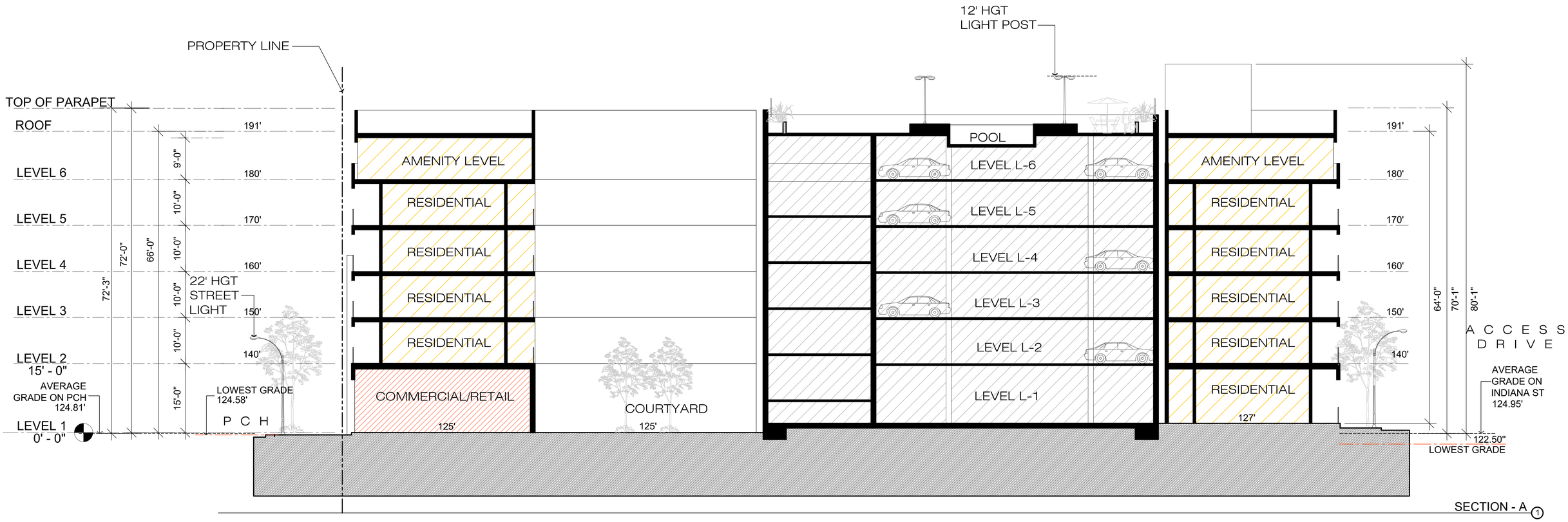
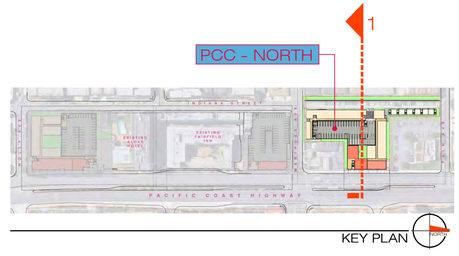
Job No. B7093 SD-NO-04

Revised Date.10.28.2021



SECTION - A 1



KEY PLAN

SECTION

BRE HOTELS & RESORTS

CONTINENTAL DEVELOPMENT CORPORATION

Mar Ventures, Inc.

Pacific Coast Commons NORTH

1" = 10'-0"
0 10 20 30

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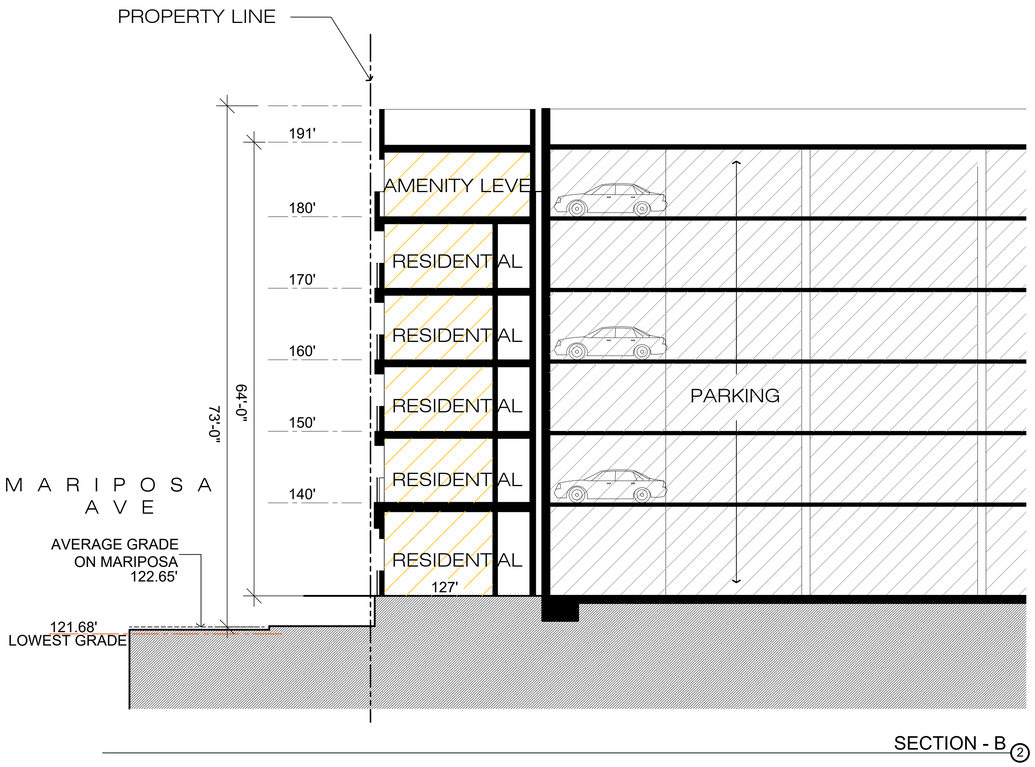
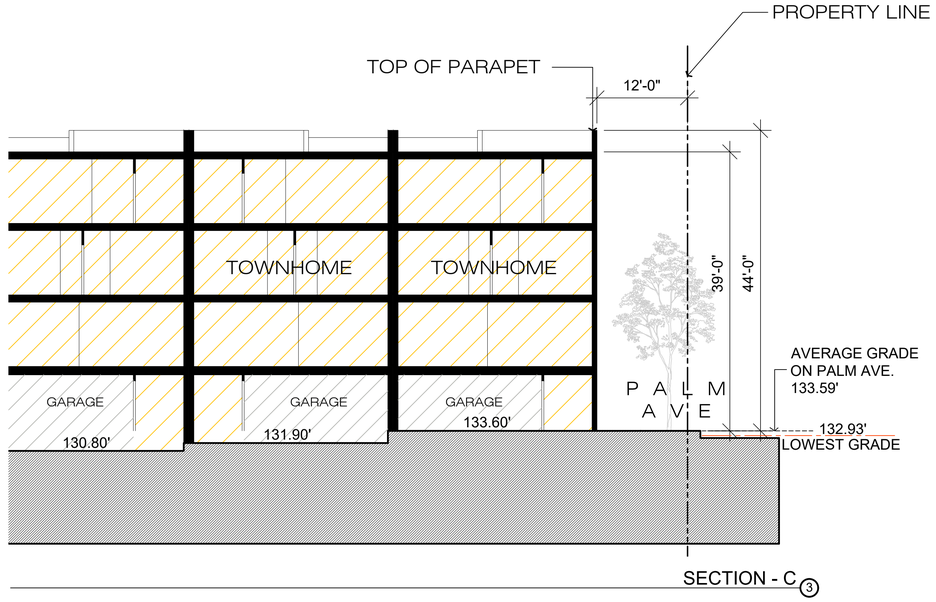
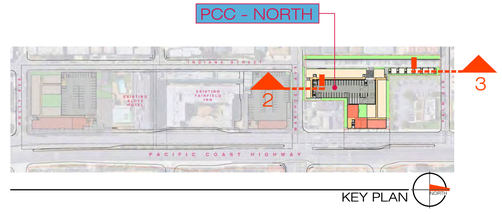
Job No. B7093 SD-NO-05
Revised Date.10.28.2021



SECTION - B (2)



SECTION - C (3)



KEY PLAN

SECTION

BRE HOTELS & RESORTS

CONTINENTAL DEVELOPMENT CORPORATION

Mar Ventures, Inc.

Pacific Coast Commons NORTH

1" = 10'-0"
0 10 20 30

WM WITHEE MALCOLM ARCHITECTS
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Job No. B7093 SD-NO-06
Revised Date.10.28.2021

PCC NORTH - NORTH EAST AERIAL VIEW

KEY PLAN
NOT TO SCALE

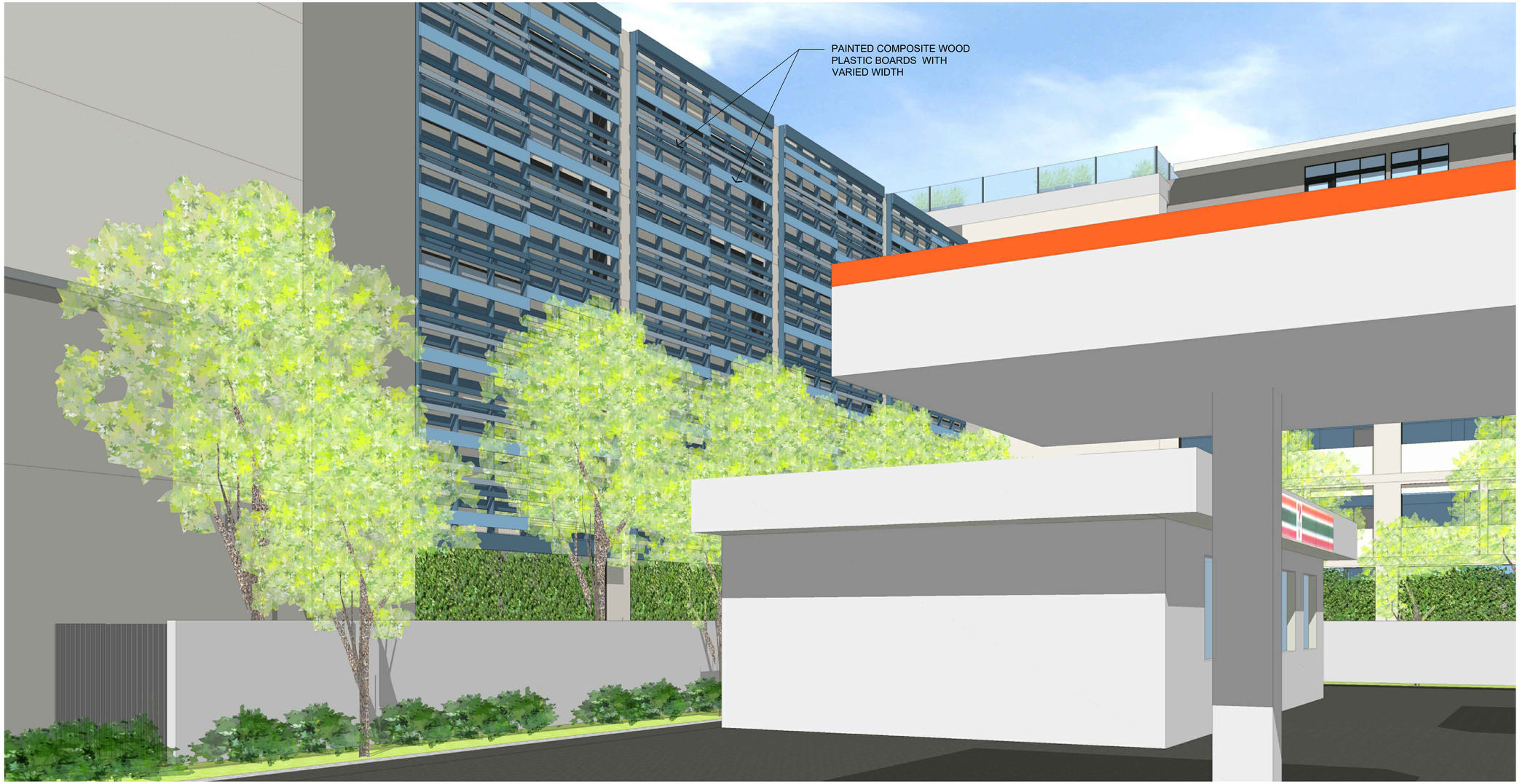
CONCEPT VIEW

BRE HOTELS & RESORTS
CONTINENTAL DEVELOPMENT CORPORATION
Mar Ventures, Inc.

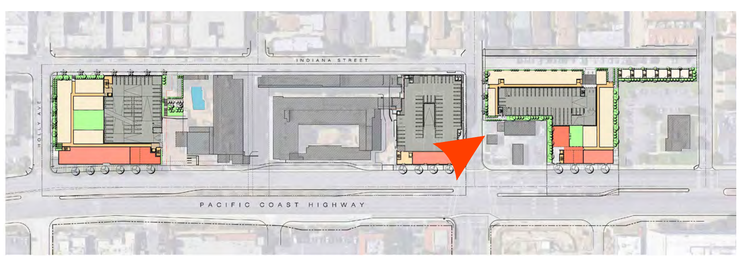
Pacific Coast Commons

WITHEE MALCOLM ARCHITECTS
2251 west 190th street | torrance | ca 90504 | 310.217.8885 | witheemalcolm.com

Job No. B7093 SD-MP-06
Revised Date.10.28.2021



VIEW ON MARIPOSA LOOKING AT PCC-NORTH PARKING GARAGE



KEY PLAN
NOT TO SCALE

CONCEPT VIEW

BRE HOTELS & RESORTS
CONTINENTAL DEVELOPMENT CORPORATION
Mar Ventures, Inc.
Pacific Coast Commons

WITHEE MALCOLM ARCHITECTS
2251 west 190th street | torrance | ca 90504 | 310.217.8885 | witheemalcolm.com
Job No. B7093 SD-MP-06
Revised Date.10.28.2021

PCC NORTH - NORTH EAST AERIAL VIEW AT TOWNHOMES

KEY PLAN
NOT TO SCALE

CONCEPT VIEW

BRE HOTELS & RESORTS
CONTINENTAL DEVELOPMENT CORPORATION
Mar Ventures, Inc.
Pacific Coast Commons

WITHEE MALCOLM ARCHITECTS
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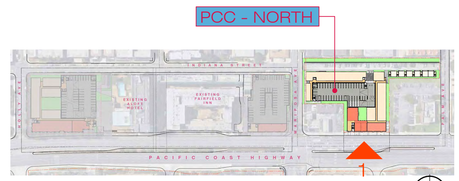
Job No. B7093 SD-MP-06
Revised Date.10.28.2021

EAST ELEVATION 1



KEY PLAN

ELEVATION

BRE HOTELS & RESORTS

CONTINENTAL DEVELOPMENT CORPORATION

Mar Ventures, Inc.

Pacific Coast Commons NORTH

scale: 1" = 10'-0"

0 10 20 30 40

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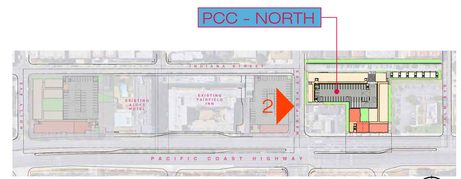
Job No. B7093 SD-NO-07

Revised Date.10.28.2021

SOUTH ELEVATION ②



KEY PLAN

ELEVATION

BRE HOTELS & RESORTS

CONTINENTAL DEVELOPMENT CORPORATION

Mar Ventures, Inc.

Pacific Coast Commons NORTH

scale: 1" = 10'-0"

0 10 20 30 40

WM WITHEE MALCOLM ARCHITECTS
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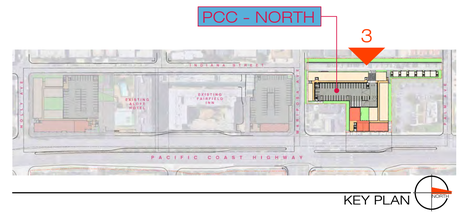
Job No. B7093 SD-NO-08

Revised Date.10.28.2021

WEST ELEVATION ③



KEY PLAN

ELEVATION

BRE HOTELS & RESORTS

CONTINENTAL DEVELOPMENT CORPORATION

Mar Ventures, Inc.

Pacific Coast Commons NORTH

scale: 1" = 10'-0"

0 10 20 30 40

WM WITHEE MALCOLM ARCHITECTS

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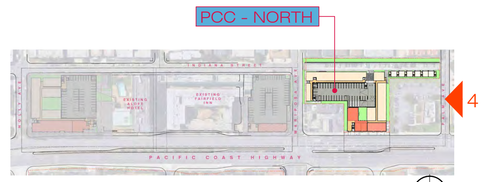
Job No. B7093 SD-NO-09

Revised Date.10.28.2021

NORTH ELEVATION 4



KEY PLAN

ELEVATION

BRE HOTELS & RESORTS

CONTINENTAL DEVELOPMENT CORPORATION

Mar Ventures, Inc.

Pacific Coast Commons NORTH

scale: 1" = 10'-0"

0 10 20 30 40

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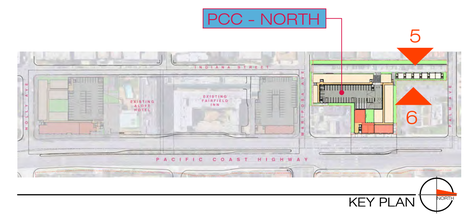
Job No. B7093 SD-NO-10

Revised Date.10.28.2021

WEST ELEVATION (5)

EAST ELEVATION (6)



KEY PLAN

ELEVATIONS

BRE HOTELS & RESORTS

CONTINENTAL DEVELOPMENT CORPORATION

Mar Ventures, Inc.

Pacific Coast Commons NORTH

scale: 1" = 10'-0"

0 10 20 30 40

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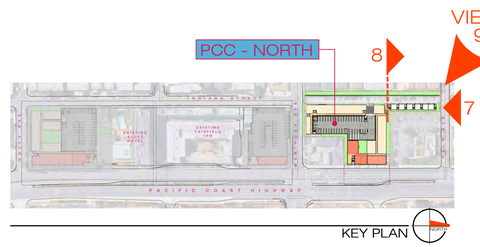
Job No. B7093 SD-NO-11

Revised Date.10.28.2021

SOUTH ELEVATION 8

NORTH ELEVATION 7

VIEW AT TOWN HOMES 9



KEY PLAN

ELEVATIONS

BRE HOTELS & RESORTS

CONTINENTAL DEVELOPMENT CORPORATION

Mar Ventures, Inc.

Pacific Coast Commons NORTH

WITHEE MALCOLM ARCHITECTS
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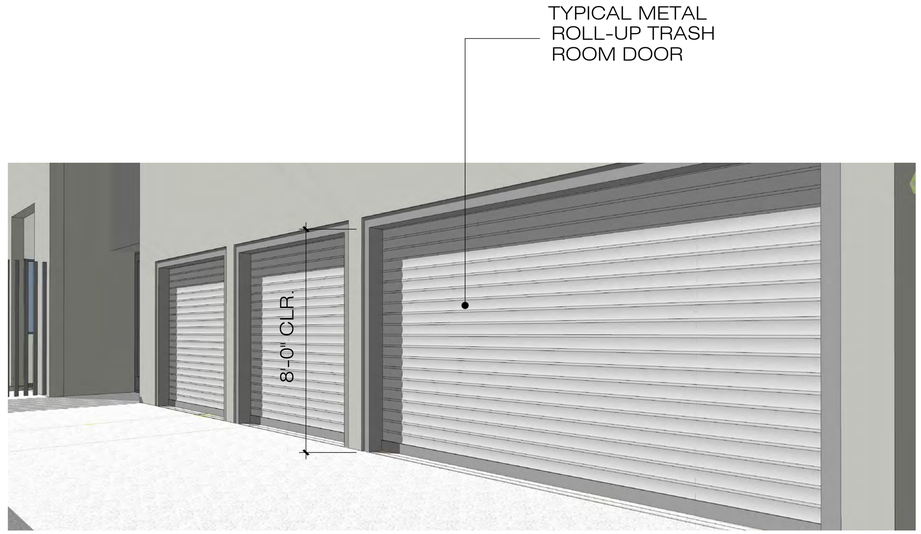
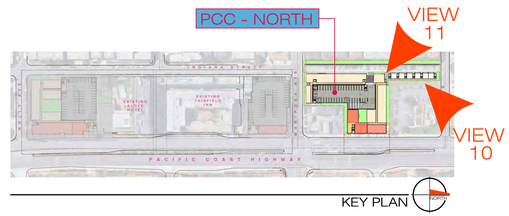
Job No. B7093 SD-NO-12
Revised Date.10.28.2021



VIEW AT TRASH ROOM (11)

DETAIL VIEW AT TOWN HOMES (10)

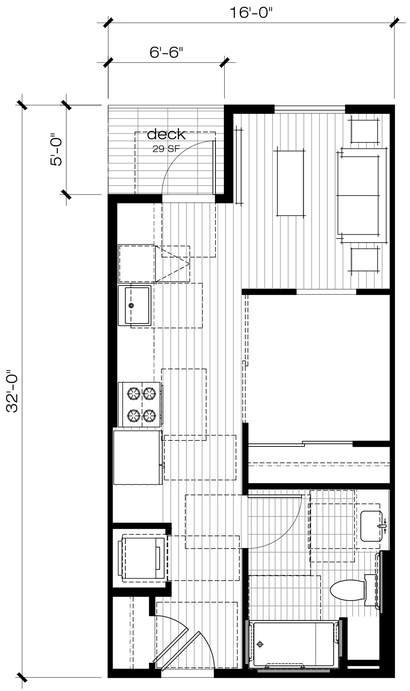


KEY PLAN

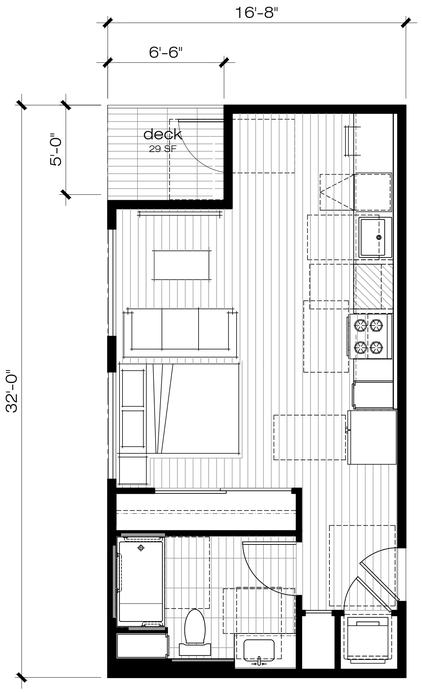
ELEVATIONS

WITHEE MALCOLM ARCHITECTS
2251 west 190th street | torrance | ca 90504 | 310.217.8885 | witheemalcolm.com

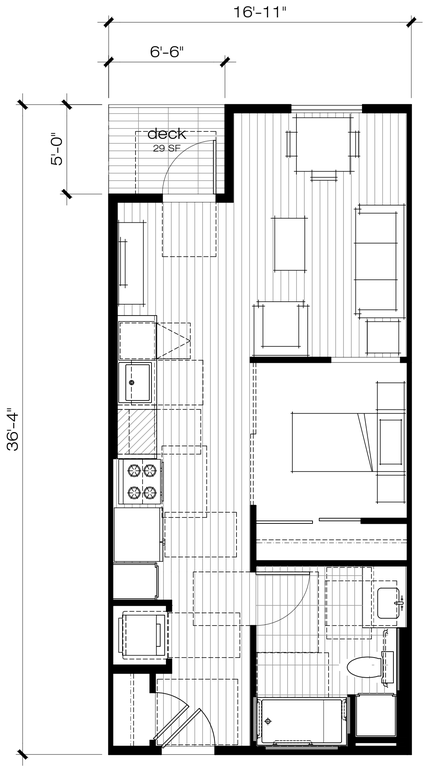
Job No. B7093 SD-NO-13
Revised Date.10.28.2021



UNIT - S1
Studio
Gross Area: 479 SF



UNIT - S2
Studio
Gross Area: 500 SF



UNIT - S3
Studio
Gross Area: 582 SF

UNIT PLANS

BRE HOTELS & RESORTS
CONTINENTAL DEVELOPMENT CORPORATION
Mar Ventures, Inc.
Pacific Coast Commons NORTH

1/4" = 1'-0"
0 4 8 12

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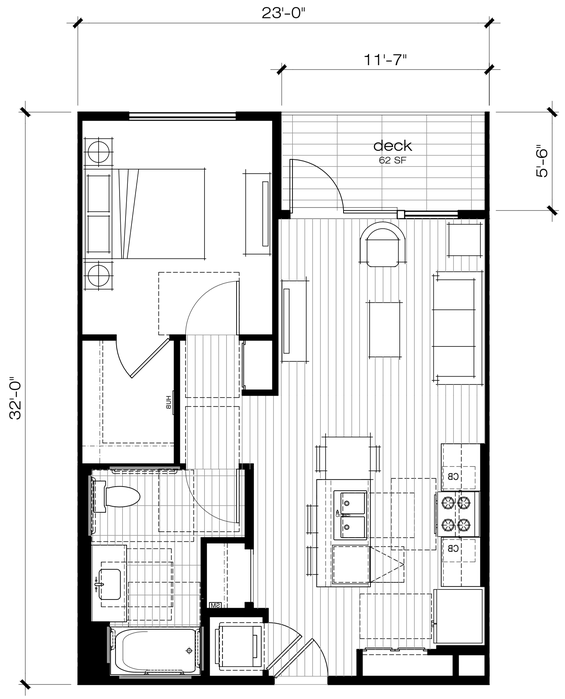
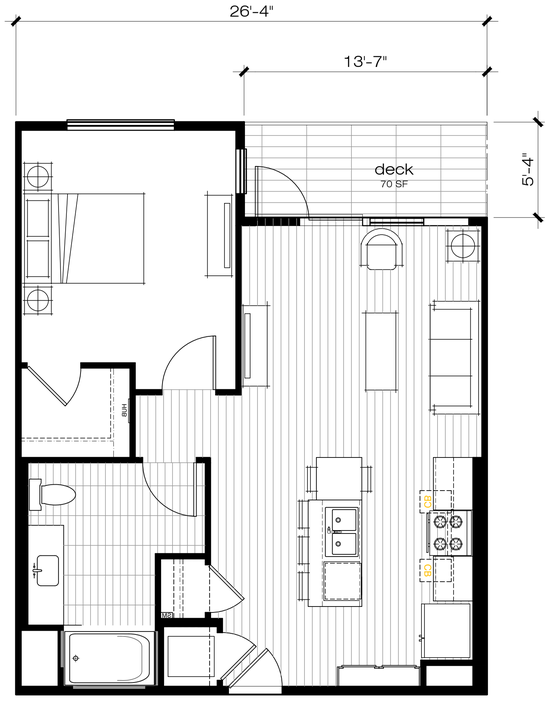
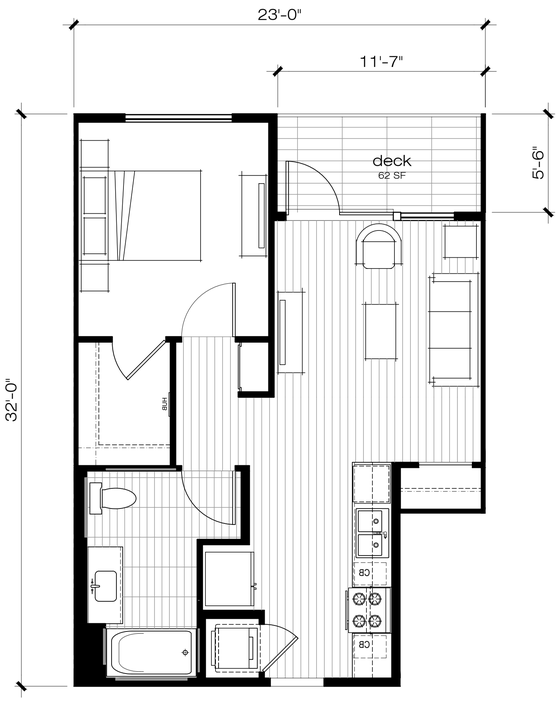
Job No. B7093 SD-NO-14
Revised Date.10.28.2021



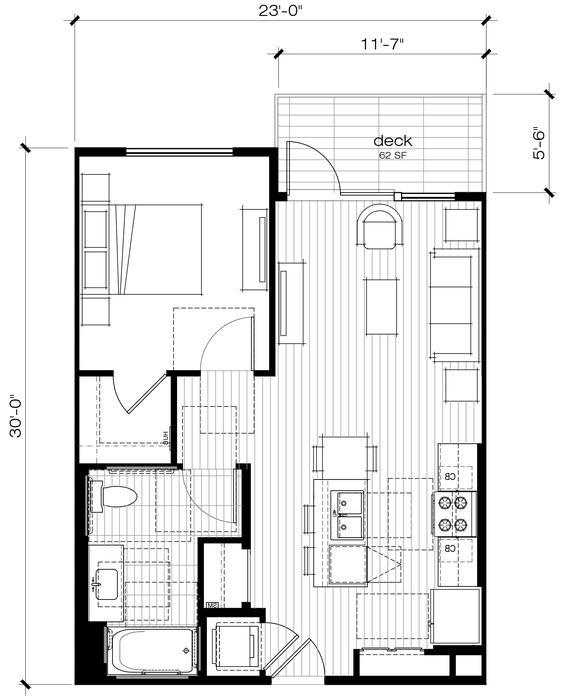
UNIT - A1
One Bedroom
Gross Area: 668 SF



UNIT - A2
One Bedroom
Gross Area: 809 SF



UNIT - A3
One Bedroom
Gross Area: 656 SF



UNIT - A4
One Bedroom
Gross Area: 658 SF

UNIT PLANS

BRE HOTELS & RESORTS
CONTINENTAL DEVELOPMENT CORPORATION
Mar Ventures, Inc.
Pacific Coast Commons NORTH

1/4" = 1'-0"
0 4 8 12

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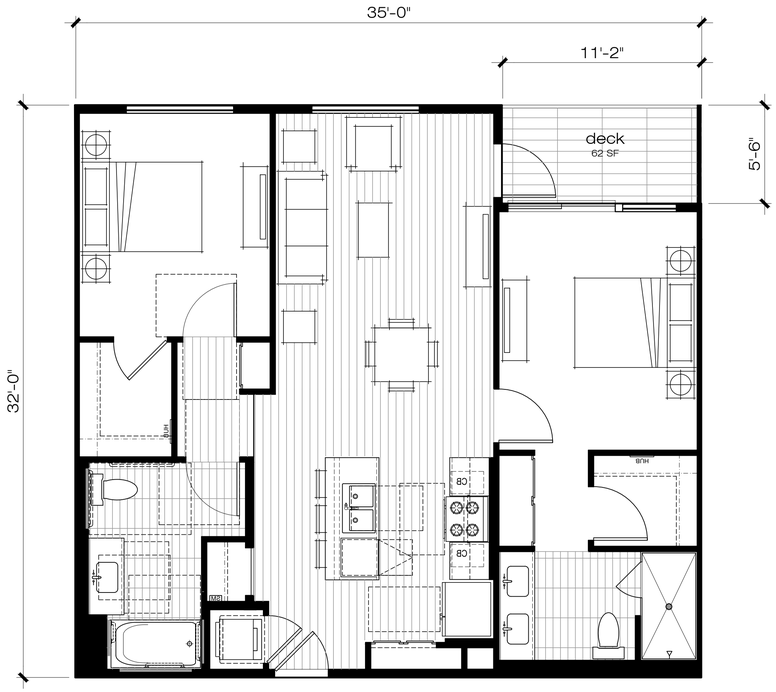
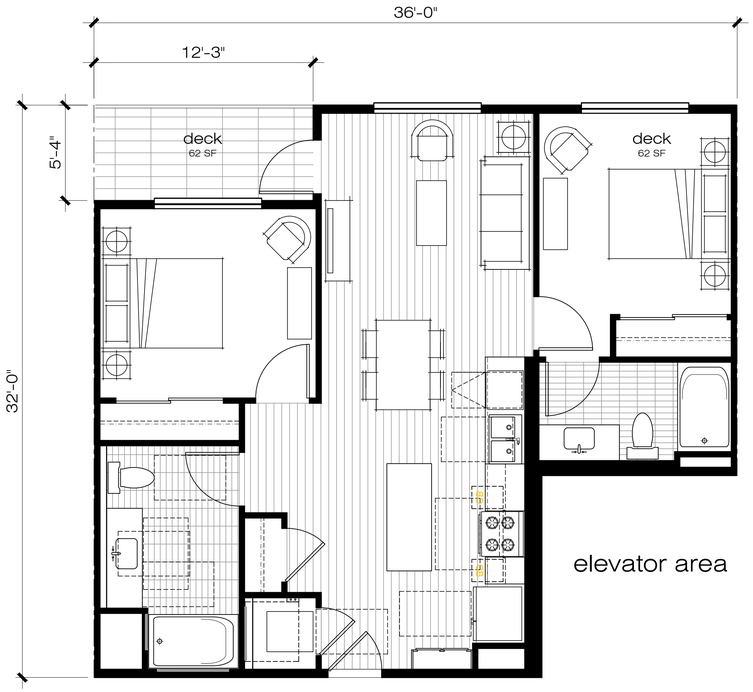
Job No. B7093 SD-NO-15
Revised Date.10.28.2021



UNIT - B1
Two Bedroom
Gross Area: 1058 SF



UNIT - B2
Two Bedroom
Gross Area: 982 SF

UNIT PLANS

BRE HOTELS & RESORTS
CONTINENTAL DEVELOPMENT CORPORATION
Mar Ventures, Inc.
Pacific Coast Commons NORTH

1/4" = 1'-0"
0 4 8 12

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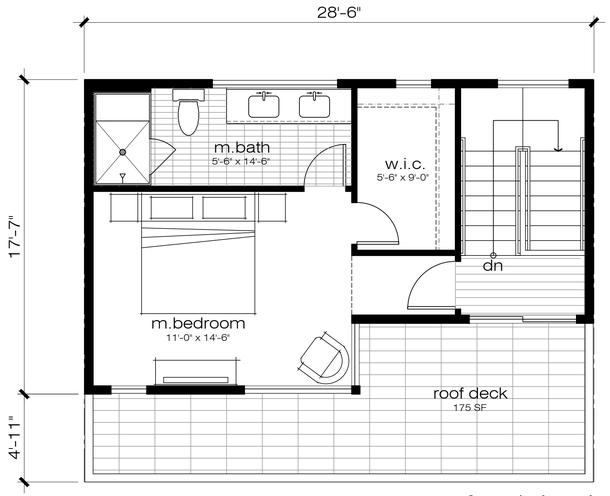
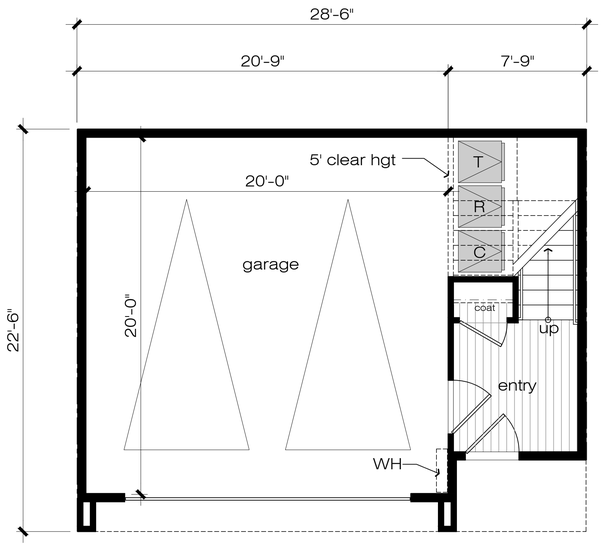
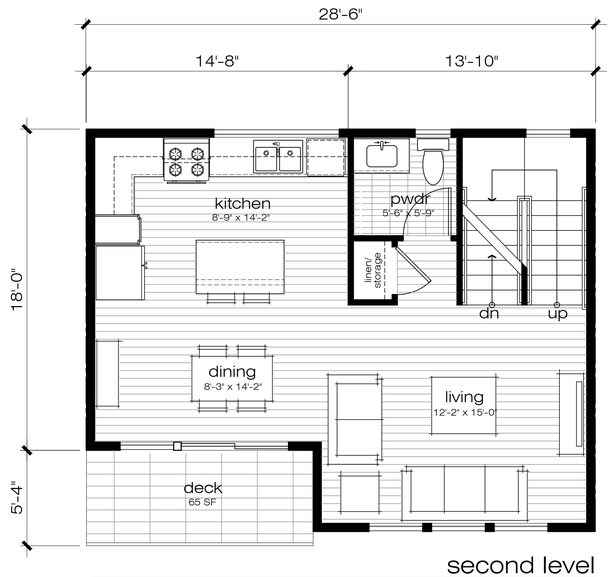
Job No. B7093 SD-NO-16
Revised Date.10.28.2021



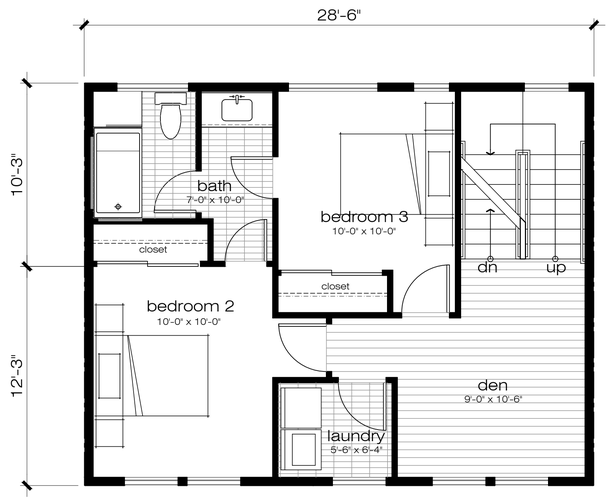
fourth level



first level



second level



third level

TOWNHOME - 1
3 Bedroom + Den
Gross Area: 1,724 SF
Roof Deck : 175 SF

UNIT PLANS

BRE HOTELS & RESORTS
CONTINENTAL DEVELOPMENT CORPORATION
Mar Ventures, Inc.
Pacific Coast Commons NORTH

1/4" = 1'-0"
0 4 8 12

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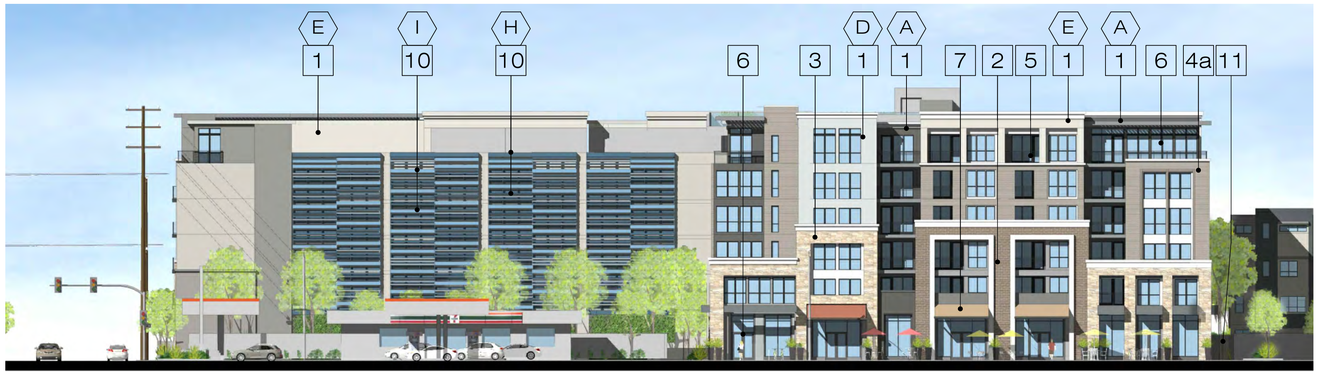
Job No. B7093 SD-NO-17
Revised Date.10.28.2021

PCC NORTH - TOWNHOMES WEST ELEVATION



PCC NORTH - PACIFIC COAST HWY ELEVATION

TRIM COLORS

F HIGH REFLECTIVE WHITE
SW7757

G TRICORN BLACK
SW6258

COMPOSITE WOOD COLORS

H EVENING BLUE
James Hardie or Appr. equal

I BOOTHBAY BLUE
James Hardie or Appr. equal

MAIN COLORS

A PEPPERCORN
SW7674

B CITYSCAPE
SW7067

C CRUSHED ICE
SW7647

D REPOSE GRAY
SW7015

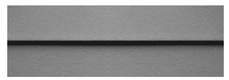
E WINDFRESH WHITE
SW7628

F RHINOCEROS
DUNN EDWARD
6327

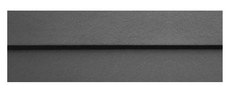
1 STUCCO
20 / 30 Sand Finish

2 BRICK VENEER
Dark Brown Smooth

3 MANUFACTURED
Mountain Ledge



4a LAP SIDING
Smooth Finish -Gray Slate



4b LAP SIDING
Smooth Finish -Night Gray

5 METAL GUARDRAIL

11 METAL FENCE

12 TYPICAL METAL ROLL-UP TRASH ROOM DOOR

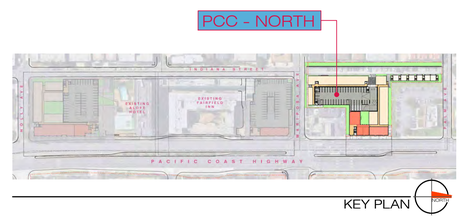
6 VINYL WINDOW
Bronze

7 FABRIC AWNING

8 GENERAL STOREFRONT

9 GARAGE DOOR

10 COMPOSITE PANELS FOR PARKING GARAGE FACADE



MATERIAL BOARD

BRE HOTELS & RESORTS
CONTINENTAL DEVELOPMENT CORPORATION
Mar Ventures, Inc.
Pacific Coast Commons NORTH

WITHEE MALCOLM ARCHITECTS
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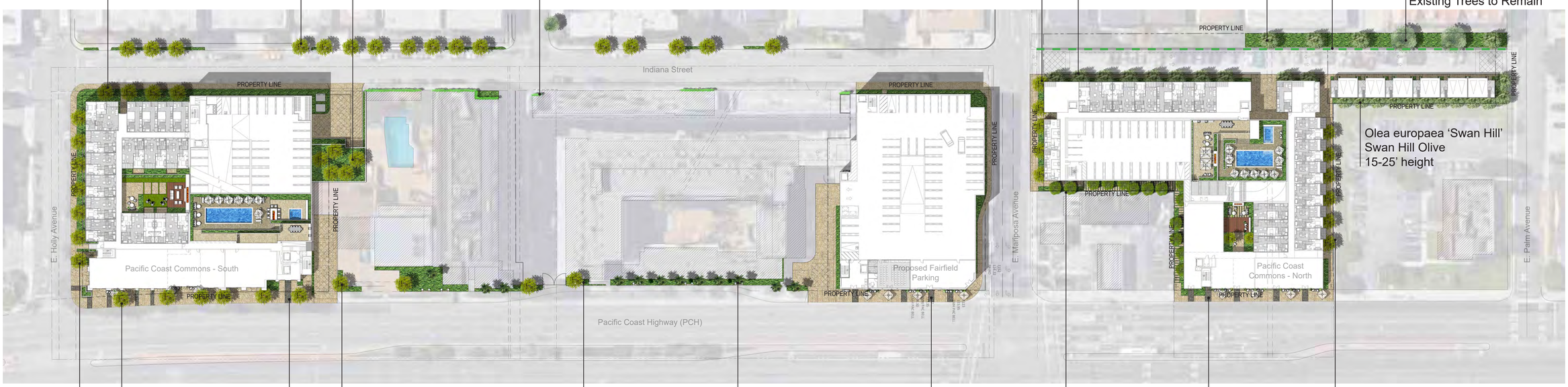
Job No. B7093 SD-NO-18
Revised Date.10.28.2021



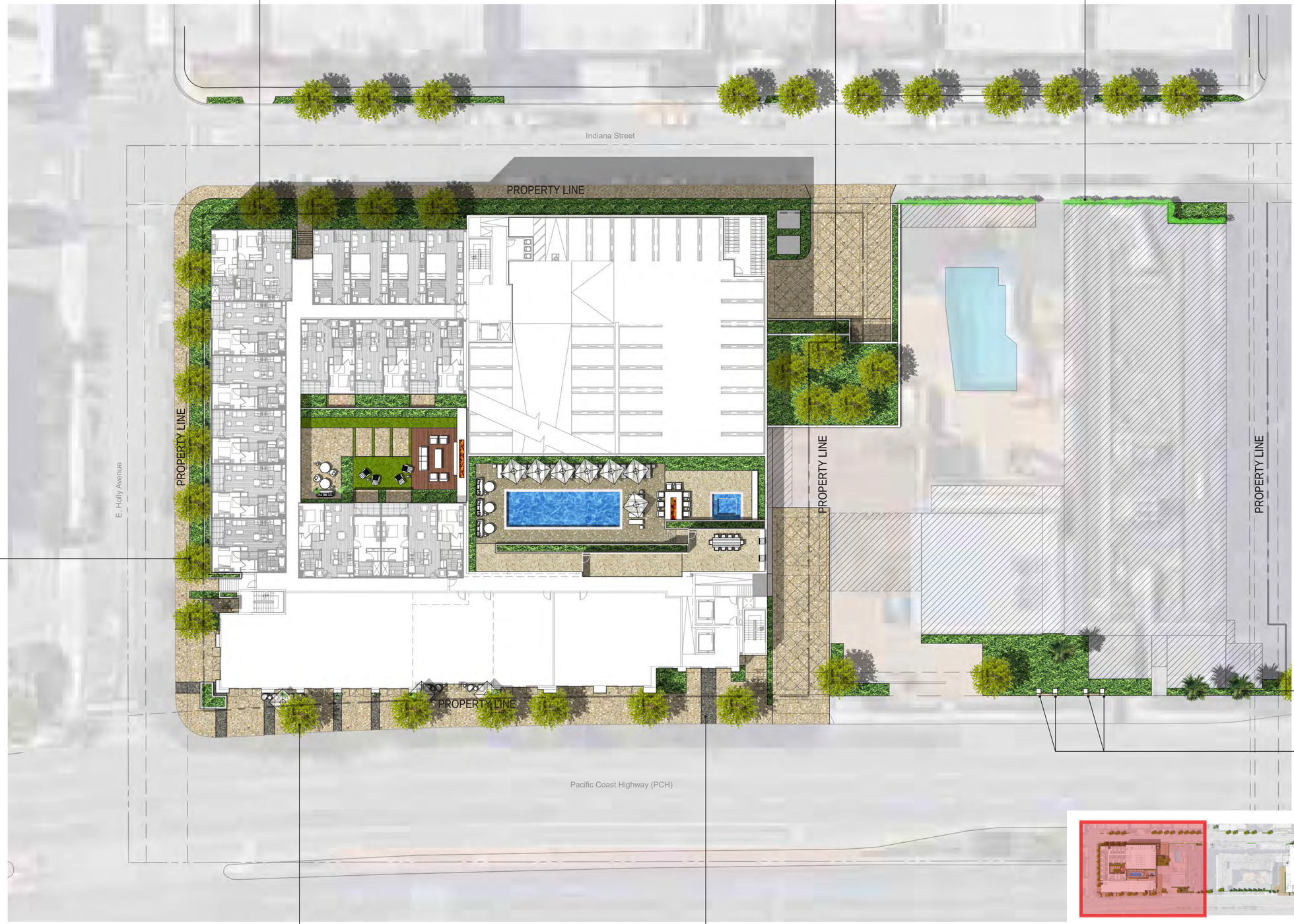
SCALE: 1"=50'-0"

OCTOBER 19, 2021

Arbutus ‘Marina’
Strawberry Tree
20 total along Indiana Street

Koelreuteria bipinnata
Chinese Flame Tree
3 total this location

Vines on existing building walls



Cercis canadensis
‘Forest Pansy’
Forest Pansy Redbud
7 total along E. Holly Avenue

existing Washingtonia robusta (Mexican Fan Palm) to remain in place

single occupancy seating, typ.
4 total (2 seats per seating area)

Lagerstroemia indica
Crape Myrtle
6 total along PCH

enhanced paving

KEY MAP

SCALE: 1"=20'-0"

OCTOBER 19, 2021

existing tree to remain in place

Arbutus ‘Marina’
Strawberry Tree
5 total along Indiana Street

Vines on existing building walls

existing Washingtonia robusta (Mexican Fan Palm) to remain in place

Indiana Street

PROPERTY LINE

PROPERTY LINE

PROPERTY LINE

PROPERTY LINE

E. Mariposa Avenue

Pacific Coast Highway (PCH)

Pistacia chinensis
Chinese pistache
2 total along PCH

single occupancy seating, typ.
4 total (2 seats per seating area)

single occupancy seating, typ.
4 total (2 seats per seating area)

enhanced paving

KEY MAP

SCALE: 1"=20'-0"

OCTOBER 19, 2021

Olea europaea ‘Swan Hill’
Swan Hill Olive
10 total along Indiana Street

Olea europaea ‘Swan Hill’
Swan Hill Olive
4 total

Ficus pumila
Fig Ivy
(to grow on existing block wall)

Existing Trees to Remain
2 total

Arbutus ‘Marina’
Strawberry Tree
5 total along E. Mariposa Avenue

Lophostemon confertus
Brisbane Box
14 total along parking structure and building edge

Ulmus parvifolia ‘Drake’
Chinese Elm
6 total along north building face

KEY MAP

SCALE: 1"=20'-0"

OCTOBER 19, 2021

4 PLANT PALETTE

STREET TREES

CONCEPT PLANT PALETTE

Street or parkway trees to be selected from El Segundo's Parkway Tree Palette or otherwise approved by El Segundo Recreation & Parks plan check engineer.

CERCIS CANADENSIS
'FOREST PANSY'
Forest Pansy Redbud

ARBUTUS MARINA
Strawberry Tree

GEIJERA PARVIFOLIA
Australian Willow

KOELREUTERIA BIPINATA
Chinese Flame Tree

LAGERSTROEMIA INDICA
'NATCHEZ'
Natchez Crape Myrtle

PISTACHIA CHINENSIS
Chinese Pistache

TRISTANIA CONFERTA
Brisbane Box

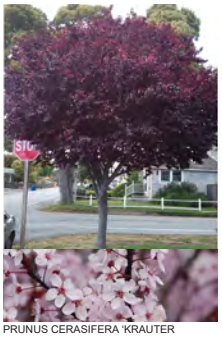
4 PLANT PALETTE

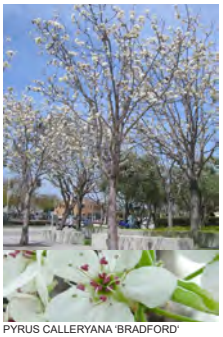
TREES

CONCEPT PLANT PALETTE

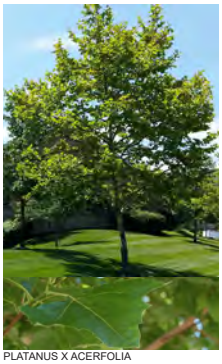
Designers may choose plants that are not on this list but have matching characteristics to maintain the look and feel of this concept palette. Selecting regionally appropriate plants and the consideration of climate and microclimate adaptability is the responsibility of the designer.

GEIJERA PARVIFOLIA
australian willow


PRUNUS CERASIFERA 'KRAUTER VESUVIUS'
krauter vesuvius purple leaf plum


PYRUS CALLERYANA 'BRADFORD'
bradford pear

OLEA EUROPAEA 'SWAN HILL'
fruitless olive

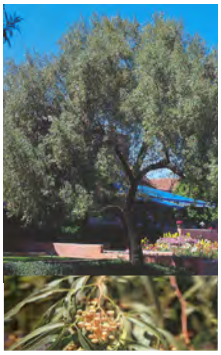

PLATANUS X ACERFOLIA
london plane tree

CERCIDIUM X 'DESERT MUSEUM'
desert museum

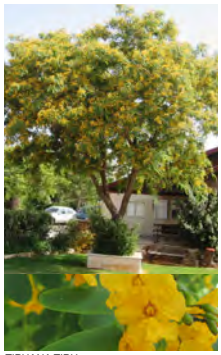
KOELREUTERIA BIPINATA
chinese flame tree

KOELREUTERIA PANICULATA
goldenrain tree

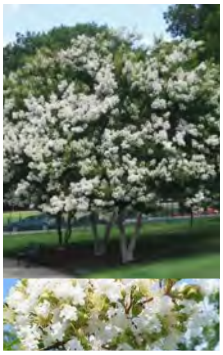
ARBUTUS MARINA
strawberry tree


RHUS LANCEA
african sumac

ULMUS PARVIFOLIA 'DRAKE'
chinese elm


TIPUANA TIPU
tipu tree

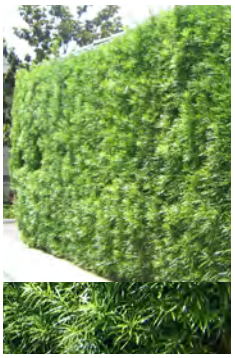
PODOCARPUS GRACILIOR
fern pine


LAGERSTROEMIA INDICA 'NATCHEZ'
natchez crape myrtle

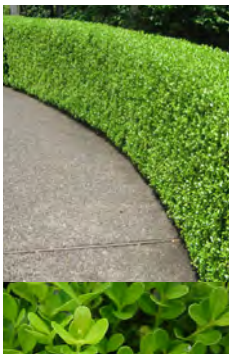
4 PLANT PALETTE

HEDGES AND SHRUBS

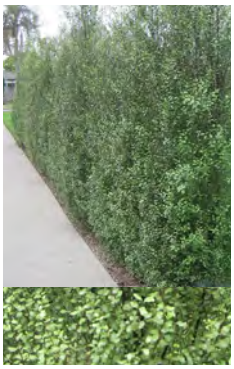
PITTOSPORUM CRASSIFOLIUM
karo


PODOCARPUS GRACILIOR
fern pine

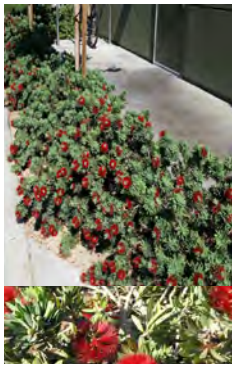
LIGUSTRUM JAPONICUM 'TEXANUM'
texas privet


BUXUS MICROPHYLLA JAPONICA
japanese boxwood

FICUS NITIDA
indian laurel fig


PITTOSPORUM TENUIFOLIUM 'SILVER SHEEN'
silver sheen kohuhu

DIANELLA CAERULEA 'CASSA BLUE'
blue flax lily

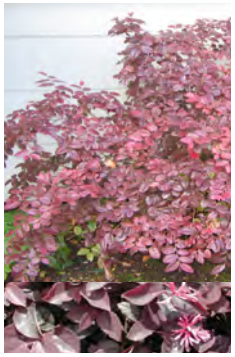

CALLISTEMON 'LITTLE JOHN'
little john bottlebrush

AGAVE ATTENUATA
foxtail agave

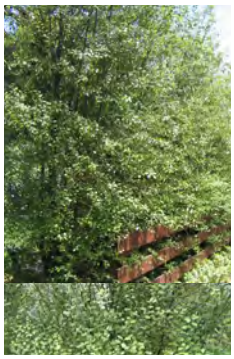
ALOE ARBORESCENS
torch aloe

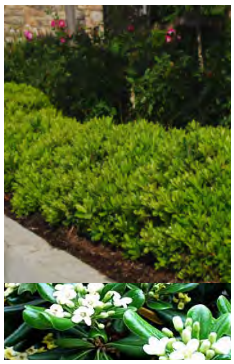
KALANCHOE THRYSIFLORA
paddle plant

LIRIOPE GIGANTEA
big blue lilly turf


LOROPETALUM CHINESE 'RAZZLEBERRI'
razzleberri fringe flower

MYOPORUM PACIFICUM
myoporum


PITTOSPORUM 'SILVER SHEEN'
kohuhu 'Silver Sheen'


PITTOSPORUM TOBIRA 'WHEELER'S DWARF'
wheeler's dwarf tobira

AGAVE AMERICANA
century plant

AGAVE 'BLUE FLAME'
blue flame agave

DIETES BICOLOR
fortnight lily

ROSA 'ICEBERG'
iceberg rose

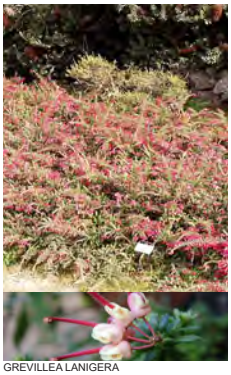
4 PLANT PALETTE

SHRUBS AND VINES

FURCREA FOETIDA 'MEDIOPICTA'
furcrea

ROSMARINUS OFFICINALIS 'PROSTRATUS'
trailing rosemary

WESTRINGIA FRUTICOSA 'MORNING LIGHT'
coast rosemary



GREVILLEA LANIGERA
prostrate wooly grevillea

DIANELLA TASMANICA 'VARIEGATA'
white striped tasman flax lily

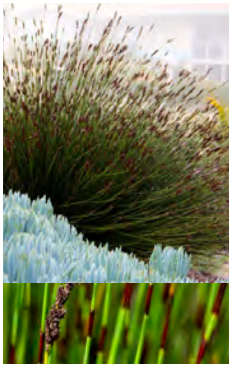
AEONIUM SPP

ASPARAGUS DENSIFLORUS 'MYERS'
foxtail fern

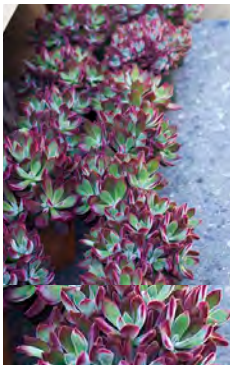
SANSEVIERIA TRIFASCIATA 'LAURENTII'
striped mother-in-laws tongue

PHILODENDRON 'XANADU'
winterbourne philodendron

RHOEO SPATHACEA 'STRIPE ME PINK'
rhoeo strike me pink



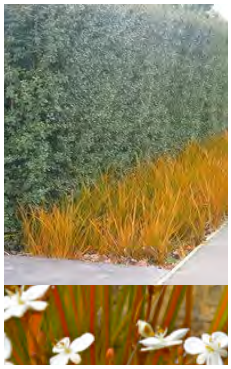
CHONDROPETALUM TECTORUM
small cape rush



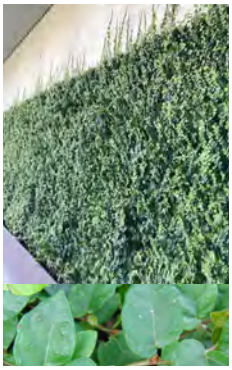
ECHEVERIA 'DEVOTION'
devotion echeveria

JUNCUS INFLEXUS
'BLUE ARROWS'
blue arrows rush

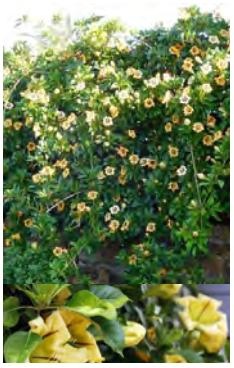
OLEA EUROPAEA 'MONTRA'
little ollie dwarf olive



LIBERTIA PEREGRINANS
orange libertia



FICUS PUMILA
creeping fig



SOLANDRA MAXIMA
cup of gold vine

4 PLANT PALETTE

GRASSES AND GROUNDCOVER

SENECIO SERPENS
dwarf blue senecio

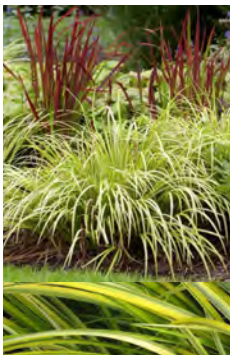
TRACHELOSPERMUM JASMINOIDES
star jasmine

SEDUM SP
sedum

MYOPORUM PARVIFOLIUM
prostrate myoporum

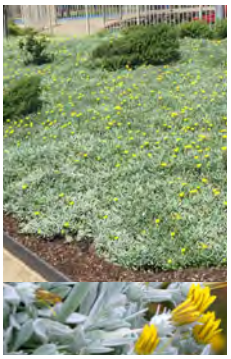
CERASTIUM TOMENTOSUM
snow in summer

DYMONDIA MARGARETE
dymondia



ACORUS GRAMINEUS 'OGON'
golden variegated sweet flag

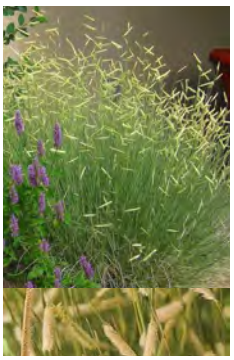
FESTUCA GLAUCA
blue fescue



GAZANIA RIGENS 'TALENT'
treasure flower

SENECIO MANDRALISCAE
blue chalk sticks

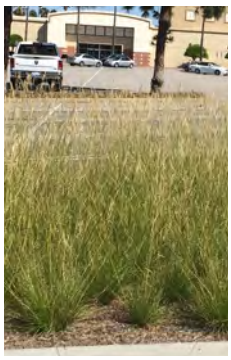
LAWN



BOUTELOUA GRACILIS 'BLONDE AMBITION'
blonde ambition blue grama grass

CAREX DIVULSA
berkeley sedge

LOMANDRA LONGIFOLIA 'BREEZE'
dwarf mat rush



PENNISETUM SPATHIOLATUM
slender veldt grass

KEYSER MARSTON ASSOCIATES
ADVISORS IN PUBLIC/PRIVATE REAL ESTATE DEVELOPMENT

MEMORANDUM

ADVISORS IN:
Real Estate
Affordable Housing
Economic Development

BERKELEY
A. Jerry Keyser
Timothy C. Kelly
Debbie M. Kern
David Doezema
Kevin Feeney

LOS ANGELES
Kathleen H. Head
James A. Rabe
Gregory D. Soo-Hoo
Kevin E. Engstrom
Julie L. Romey
Tim R. Bretz

SAN DIEGO
Paul C. Marra

To: Paul Samaras, AICP, Principal Planner
City of El Segundo

From: James Rabe, CRE

cc: Jack Wong

Date: August 24, 2021

Subject: Development Feasibility Analysis – Pacific Coast Commons

Pursuant to your request, Keyser Marston Associates, Inc. (KMA) prepared an analysis of the development feasibility of the proposed Pacific Coast Commons Project (Project). KMA also reviewed the fiscal analysis prepared for the Project. The Project will be developed by Mar Ventures and Continental Development (Developer).

The Project is located on the west side of Pacific Coast Highway (PCH) between Holly Avenue and Palm Avenue in the City of El Segundo (City). The properties are currently developed with hotels, commercial buildings and surface parking lots. The proposed development will replace the surface parking lots and some of the obsolete commercial space with residential buildings that include some commercial space and structured parking.

PROJECT DESCRIPTION

The project is logically divided into two parts: the south site (PCC South) located at PCH and Holly Avenue; and the north site (PCC North & Fairfield) which covers the primarily residential project at PCH and Palm Avenue and the proposed parking structure at PCH and Mariposa Avenue. The properties include two existing hotels (Aloft and Fairfield Inn & Suites), which are not part of this analysis.

The PCC South component occupies approximately 1.24 acres. Developer proposes to build 120 rental residential units, 5,756 square feet of commercial space and 336 parking spaces in a parking structure, including spaces for the Aloft Hotel. The residential/commercial building is proposed to be six stories tall. The PCC North & Fairfield project covers approximately 2.53 acres. The project includes 137 rental residential units, six for sale townhouse units, 5,496 square feet of commercial space and 456 parking spaces in a parking structure, a portion of which is below grade. Some of the parking spaces are replacement parking spaces for the Fairfield Inn & Suites hotel.

The overall Project consists of 263 residential units, 11,252 square feet of commercial space and parking structures containing 792 parking spaces. The Developer has proposed to set aside 10% of the units (26 units) as affordable units. The Developer and the City are still in discussions as to whether these will be labeled as "State" moderate income units or "Federal" low-income units. In terms of the rents charged to tenants, there is little difference between the two designations. KMA has evaluated the Project as both an all-market rate project and as a project with 10% affordable units, assuming the Federal low-income rates.

FEASIBILITY ANALYSIS

In preparing this analysis, KMA has met with the City and the Developer. The Developer provided:

- Conceptual site plans and renderings
- Conceptual development costs and rents
- Conceptual pro forma
- Project market and fiscal reports

Independently, KMA reviewed project costs for a number of residential and mixed-use projects in Southern California and reviewed market rents and prices and unit sizes for apartment units and townhome units in the El Segundo market area.

For the feasibility analysis KMA evaluated the two components separately, as they could be independently developed. The market rate evaluation of PCC South is provided in Attachment 1 and the market rate evaluation of PCC North & Fairfield in Attachment 2.

The analysis conducted herein relies on the submittal from the Developer and our experience with other mixed-use developments in Southern California. The KMA analysis is presented in constant 2021 dollars. The KMA pro forma analysis is organized as follows:

- Table 1 - Estimated Development Cost
- Table 2 - Estimated Net Operating Income/Sales Revenue
- Table 3 - Estimated Project Surplus/(Feasibility Gap)

In the feasibility analysis, KMA first evaluated the projects as all-market rate projects to understand whether the overall project was feasible. KMA then evaluated the project assuming that 10% of the units were set aside for low-income tenants.[1] This evaluation was conducted to see if the project was still feasible and to indicate the "value lost" by including the affordable units.

Estimated Development Costs

The estimated development costs are shown in Table 1 of each attachment. After reviewing the conceptual development costs provided by the Developer, KMA prepared its pro forma based upon projected development costs for a number of residential projects currently in planning or development. The projects ranged from all-market rate projects to 100% affordable projects. Most projects include a limited amount of commercial space.

In general, the projects are similar in construction type – multi story buildings with structured or subterranean parking. There are differences in unit mix with a number of the projects being family projects (primarily two and three bedroom). The family projects were nearly all 100% affordable projects and are subject to prevailing wage requirements.

The site is currently developed with two hotels, commercial space and surface parking lots. The two hotels will remain. The proposed development will occur primarily on the surface parking lots, although some of the existing commercial space will be

[1] The low-income rents utilized were the Federal low-income rates. These are approximately the same as the State of California moderate income rates.

demolished. This results in construction and development inefficiencies, which increase the overall costs of the projects compared to projects developed on cleared sites. The key direct cost assumptions are shown in Table 1 and described below:

1. KMA used the Developer's estimates for offsite improvements ($600,000 per site) and demolition ($600,000 for PCC North & Fairfield and $250,000 for PCC South).

2. KMA estimated sitework costs at $25 per square foot of land on the PCC South site and $20 per square foot for the PCC North & Fairfield site. These assumptions are consistent with other projects but are less than the Developer estimates of $52 per square foot for PCC south and $38 per square foot for PCC North & Fairfield.

3. Parking costs are estimated at $33,000 per space for the PCC South site and $30,000 per space for the PCC North & Fairfield site. The subterranean parking level on the PCC South site increases its cost per space. These assumptions are consistent with other projects but are less than the Developer estimates of approximately $39,000 per space for PCC South and $36,700 for PCC North & Fairfield.

4. Building costs are estimated at $190 per gross square foot for the PCC South project and $200 per gross square foot for the PCC North & Fairfield project. These assumptions are consistent with other projects but are less than the Developer estimates of $211 per gross square foot tor PCC South and $204 per gross square foot for PCC North & Fairfield.

5. Tenant improvement costs for the retail space are estimated at $60 per square foot.

6. Contractor fees, insurance costs and contingency allowance are assumed at 12%, 2.0% and 5.0%, respectively.

7. The architecture, engineering and consultant costs are estimated at 7.0% of direct costs, which is consistent with industry standards.

8. Based on information provided by the Developer, the permits and fees are estimated at $2.8 million for PCC South and $3.3 million for PCC North & Fairfield.

9. The taxes, insurance, legal and accounting costs are estimated at 2.0% of direct costs, which is within the range of typical costs (1.0% to 3.0%).

10. Typical development management fees range from 3% to 5% of direct costs. Given the large-scale of the overall Project, a 3.5% development management fee is assumed.

11. A standard contingency allowance of 5% of indirect costs is assumed.

12. The capitalized financing costs are estimated at nearly $2.8 million for the PCC South project and nearly $3.5 million for the PCC North & Fairfield project.

Overall project costs are shown below.

	PCC South	**PCC North & Fairfield**	**Total**
Direct Costs	$49,652,000	$64,000,000	$113,652,000
Indirect Costs	10,137,000	12,654,000	22,791,000
Financing Costs	2,804,000	3,460,000	6,264,000
Total Costs	$62,593,000	$80,114,000	$142,707,000

Total overall development cost for the PCC South component is nearly $62.6 million and over $80.1 million for the PCC North & Fairfield component for a total cost of $142.7 million. KMA believes the construction costs are reasonable for a project of this type to move forward.

The development cost information provided by the Developer was significantly higher than the KMA estimates. The Developer's estimate of total costs was $155.7 million. The Developer's conceptual development costs seem high and KMA expects that they will decline if the project moves forward.

Estimated Net Operating Income

The estimates of stabilized net operating income are shown in Table 2 of Attachments 1 and 2. The stabilized net operating income is estimated assuming a project is 95% occupied and is equal to total rent less total operating expenses.

In evaluating the market for the project KMA reviewed the Developer's pro forma, a market study prepared for the Developer, information included in the fiscal analysis prepared for the Developer and our own research of market rents in the El Segundo area. There is very little new rental product in the City, so the market area was expanded to include portions of the Cities of Los Angeles and Inglewood that are adjacent/near El Segundo even though their locations are inferior to this site. Average rents by unit type are shown below:

Unit Type	Monthly Rent	Rent per SF
Studio	$2,160	$3.76
One Bedroom	$2,469	$3.19
Two Bedroom	$3,160	$3.04

The above rents are averages for the larger market area. The various market analyses recognize that new rental product at this location will justify higher rents than the averages for existing product. In addition, the proposed units are being developed at a higher quality than the existing units in the area. As a result, KMA estimated the following rents for the projects.

Unit Type	PCC South Monthly Rent	PCC North & Fairfield Monthly Rent
Studio	$2,710	$2,804
One Bedroom	$3,217	$3,125
Two Bedroom	$4,283	$4,283

For this analysis KMA assumed miscellaneous revenues at $25 per unit and vacancy at 5.0% of revenues. Operating expenses including management and property taxes were estimated at $11,250 per unit. Residential apartment net operating income was estimated at $3,122,400 for PCC South and $3,510,000 for PCC North & Fairfield.

The nominal amount of retail space adds $202,400 of net income for PCC South (5,756 SF) and $193,100 of net income for PCC North & Fairfield (5,496 SF). Total stabilized net operating income for PCC South is $3,324,800 and $3,703,100 for PCC North & Fairfield, as shown in Table 2 of each Attachment.

Estimated Townhouse Sales Value

The PCC North & Fairfield component also include six for sale townhouse units. The proposed units are 1,590 square foot, three-bedroom units. Estimated price is $1,300,000 or nearly $820 per square foot. Gross sales revenues are estimated at $7,800,000. After allowing 6.0% of value for commissions and closing costs, the townhouses provide $7,332,000 of value to the Project.

Estimated Project Surplus/(Feasibility Gap)

The analysis of project feasibility is provided in Table 3 of Attachments 1 and 2. The evaluation compares the value of the completed project to the development costs, including an allowance for a reasonable developer profit. The remainder, in this case, represents what the developer can afford to pay for the site.

1. The NOI for the PCC South site is $3,324,800 and the PCC North & Fairfield site is $3,510,000.

2. Typical capitalization rates for apartment projects range from 4.0% to 5.5%, depending on location and quality level. The analysis utilizes a 4.5% capitalization rate reflecting a strong market and good location.

3. The projected value of the PCC South site at completion is $73,884,000 and the PCC North & Fairfield value is $82,291,000. The PCC North & Fairfield project has additional value from the townhouse units of $7,332,000 for a total value of $89,623,000.

From these amounts KMA deducts a 9% profit margin and the total development costs to derive a supportable land value.[2] This is the amount a developer would pay to the landowner to move forward with a project.

[2] Developers typically target a profit margin of between 8.0% and 10.0% of project value.

	PCC South	PCC North & Fairfield
Project Valuation	$73,884,000	$89,623,000
Less profit @ 9% of value	(6,650,000)	(8,066,000)
Less Development Costs	(62,593,000)	(80,114,000)
Supportable Land Value	$4,641,000	$1,443,000

The PCC South component has a supportable land value of approximately $4.6 million, while the PCC North & Fairfield component can support approximately $1.4 million for a total of nearly $6.1 million. The PCC North & Fairfield project is less profitable in part due to the less efficient parking structure required to provide replacement parking for the Fairfield Inn & Suites.

AFFORDABLE HOUSING

As noted at the beginning of this memorandum the Developer proposed to set aside 10% of the units to be affordable units. The Developer indicated that these units would be "workforce" units. For purposes of this analysis, KMA assumed that these units would be priced as low-income units using the Federal definition of low income.[3] Affordable rents are: Studio - $1,612 per month; One-bedroom - $1,716 per month; Two-bedroom - $2,055 per month. Also, KMA reduced the vacancy factor from 5% to 4% to reflect the lower turnover of affordable units.

The Developer proposed the following mix of affordable units at each site:

Unit Type	PCC South	PCC North & Fairfield
Studio	10 units	11 units
One Bedroom	1 unit	2 units
Two Bedroom	1 unit	1 unit

[3] The federal low-income limits are approximately the same as the California moderate income limits. These rents are net of utility costs.

The inclusion of the affordable units substantially reduces the value of the completed projects and what the Developer can pay for land, as shown below.

	PCC South	PCC North & Fairfield
Project Valuation	$71,164,000	$86,156,000
Less profit @ 9% of value	(6,405,000)	(7,754,000)
Less Development Costs	(62,563,000)	(80,076,000)
Supportable Land Value	$2,196,000	($1,674,000)

The inclusion of the affordable housing reduces the gross building value of the PCC South site by approximately $2.7 million and the value of the PCC North & Fairfield site by nearly $3.5 million for a total building value loss of approximately $6.2 million. The profit projected for the Developer and financing costs also decline somewhat. As a result, the overall supportable land value declines by $5.56 million to $522,000.

FISCAL ANALYSIS REVIEW

The Developer provided an initial fiscal analysis prepared by Stanley Hoffman Associates (SHA), dated June 8, 2020. KMA reviewed this report and identified several cost items that were overlooked and several underlying assumptions with which we disagreed. We discussed these issues with SHA. SHA issued a new report, dated April 23, 2021. This report incorporated most of KMA's comments and was updated to use the 2020-21 City Budget and updated employment and population estimates.

KMA reviewed the updated version and believes that it provides a reasonable estimate of the fiscal impact that the project will have on the City. The SHA report estimates that the Project (with the affordable housing units) will generate approximately $273,500 in annual City revenues but will incur approximately $401,200 in annual City service costs for a net annual cost to the City of approximately $127,600.

CONCLUSION

The City requested KMA undertake an independent review of the proposed overall project. The Developer proposed to intensify the development on three parcels that front on PCH between Holly Avenue and Palm Avenue. The properties are currently developed with hotels commercial buildings and surface parking lots.

KMA examined the overall feasibility of the project as both an all-market project and a project with 10% of the units set aside for 'workforce" housing assuming the federal low income rent limits. As part of its analysis KMA reviewed development costs, market rents and return and valuation requirements. As a result of our analysis KMA estimated that the all-market version of the Project can support a nearly $6.1 million land payment, indicating that this version of the project is feasible.

On the other hand, the version of the Project that includes 10% affordable housing is more problematic. The inclusion of the affordable units reduces the value of the overall project by nearly $5.5 million, which reduces the supportable land value to $522,000. This may still represent a feasible project provided the Developer and landowner can come to an agreement on price.

The Developer's conceptual analysis did not value the Project at completion. Instead, they prepared an equity cash flow projection of the project with the 10% affordable units. Using this methodology, KMA would expect to see equity internal rates of return between 15% and 20% for this type of project. The Developer's projections were significantly below that. Using the KMA methodology and the Developer's costs estimates, the Project cannot support any land value and instead shows a $24.6 million loss.

KMA also reviewed the fiscal analysis submitted by the Developer. It is KMA's opinion that the most recent submittal by the Developer's consultant provides a reasonable estimate of the Project's fiscal impact on the City. The Project with 10% affordable housing is projected to have a net annual cost to the City of approximately $127,600.

Attachments

TABLE 1

CONSTRUCTION COST COMPARISON
PCC NORTH AND SOUTH

	PCC SOUTH		PCC NORTH & FAIRFIELD	
Project Description				
Land Area	1.24	Acres	2.53	Acres
Gross Building Area	146,550	SF GBA	180,245	SF GBA
Unit Mix				
Studio Units	44	Units	47	Units
1-Bdrm Units	52	Units	67	Units
2-Bdrm Units	24	Units	23	Units
3-Bdrm Units		Units	0	Units
Total Apartment Units	120	Units	137	Units
Townhouse Units			6	Units
Average Unit Size	698	SF	730	SF
Commercial Space	5,756	SF	5,496	SF
Rentable Building Aea	89,540	SF	109,877	SF
RBA / GBA Ratio	0.61		0.61	
Density	97		54	
FAR	2.71		1.63	
Parking Type	Structure - above & below grade		Structure - above grade	
Parking Spaces	336	Spaces	456	Spaces
Prevailing Wage Premium included	No		No	
Direct Costs				
Demolition	$250,000	$4.63/SF Land	$600,000	$5.44/SF Land
Offsite Improvements	$600,000	Allowance	$600,000	Allowance
Onsite Improvements	$1,352,000	$25/Sf Land	$2,208,000	$20/Sf Land
Parking Costs	$11,088,000	$33,000/Space	$13,680,000	$30,000/Space
Shell Costs	$27,845,000	$190/SF GBA	$36,049,000	$200/SF GBA
Tenant Improvements	$345,000	$60/SF Retail GBA	$330,000	$60/SF Retail GBA
Contractor Fee/ General Conditions	$4,978,000	12% of Const Cost	$6,416,000	12% of Const Cost
Construction Insuance / bonds	$830,000	2% of Const Cost	$1,069,000	2% of Const Cost
Contigency Allowance	$2,364,000	5% of Direct Cost	$3,048,000	5% of Direct Cost
Total Direct Costs	$49,652,000		$64,000,000	
Per Unit (incl retail)	$413,767	per Unit	$447,552	per Unit
Per SF GBA	$338.81	per SF GBA	$355.07	per SF GBA
Per SF RBA	$554.52	per SF RBA	$582.47	per SF RBA

Prepared by: Keyser Marston Associates, Inc.
Date: 8/24/2021

ATTACHMENT 1

PCC South – All Market

TABLE 1 - ATTACHMENT 1

ESTIMATED CONSTRUCTION COSTS
PCC SOUTH - ALL MARKET - 12% contractor
EL SEGUNDO, CALIFORNIA

I.	**Property Assemblage Costs**						
	City Parcel Acqusition Costs		0	Sf Land	$0	/Sf Land	$0
	Agency Parcel Acquisition Costs		0	Sf Land	$0	/Sf Land	0
	Total Property Assemblage Costs						**$0**
II.	**Direct Costs**	[1]					
	Off-site Improvements			Allowance			$600,000
	Demolition Costs			Allowance			250,000
	On-Site Improvements		54,072	Sf Land	$25	/Sf Land	1,352,000
	Structured Parking Spaces		336	Spaces	$33,000	/Space	11,088,000
	Residential Shell Costs		140,794	Sf Res GBA	$190	/Sf GBA	26,751,000
	Retail Shell Costs		5,756	Sf Retail GBA	$190	/Sf Retail GBA	1,094,000
	Retail Tenant Improvement Costs		5,756	Sf Retail GBA	$60	/Sf GBA	345,000
	Contractor Fees / General Requirements		12%	Construction Costs			4,978,000
	General Liability Insurance / Const Bonds		2%	Construction Costs			830,000
	Contingency Allowance		5%	Other Direct Costs			2,364,000
	Total Direct Costs		**120**	**Units**	**$413,800**	**/Unit**	**$49,652,000**
III.	**Indirect Costs**						
	Architecture, Engineering & Consulting		7%	Direct Costs			$3,476,000
	Permits & Fees	[2]	120	Units	$23,342	/Unit	2,801,000
	Taxes, Ins, Legal & Accounting		2%	Direct Costs			993,000
	Marketing & Leasing						
	Residential		120	Units	$5,000	/Unit	600,000
	Retail		5,756	Sf Retail GBA	$8.00	/Sf Retail GBA	46,000
	Development Management Fee		3.5%	Direct Costs			1,738,000
	Contingency Allowance		5%	Other Indirects			483,000
	Total Indirect Costs						**$10,137,000**
IV.	**Financing Costs**						
	Interest During Construction	[3]	37,556,000	Loan Amount	4.50%	Interest	$2,028,000
	Loan Origination Fees		70%	Loan to Value	1.50	Points	776,000
	Total Financing Costs						**$2,804,000**
V.	**Total Construction Costs**		**120**	**Units**	**$521,600**	**/Unit**	**$62,593,000**

[1] Assumes the project will not be subject to prevailing wage requirements.

[2] Per City staff.

[3] Assumes the Developer will fund 40% of the construction costs with equity. Assumes an 24-month construction period with a 60% average outstanding balance and a 0-month absorption period with a 100% average outstanding balance.

TABLE 2 - ATTACHMENT 1

STABILIZED NET OPERATING INCOME
PCC SOUTH - ALL MARKET - 12% contractor
EL SEGUNDO, CALIFORNIA

I.	**Gross Residential Income**	[1]					
	Studio Units @ (529-Sf)		44	Units	$2,710	/Unit/Month	$1,430,900
	1-Bedroom Units @ (701-Sf)		52	Units	$3,217	/Unit/Month	2,007,400
	2-Bedroom Units @ (1,004-Sf)		24	Units	$4,283	/Unit/Month	1,233,500
	Other Miscellaneous Income		120	Units	$25	/Unit/Month	36,000
	Gross Income						$4,707,800
	(Less) Vacancy & Collection Allowance		5%	Gross Income			(235,400)
	Effective Gross Income						**$4,472,400**
II.	**Operating Expenses**						
	General Operating Expenses		120	Units	$6,100	/Unit	$732,000
	Property Taxes	[2]	120	Units	$4,900	/Unit	588,000
	Replacement Reserve		120	Units	$250	/Unit	30,000
	Total Operating Expenses		120	Units	$11,250	/Unit	**$1,350,000**
III.	**Residential Net Operating Income**						**$3,122,400**
IV.	**Retail Income**						
	Retail Lease Revenue	[3]	5,756	Sf Retail GBA	$3.25	/Sf/Month	$224,500
	CAM Reimbursements		5,756	Sf Retail GBA	$10.00	/Sf/Year	57,600
	Gross Retail Income						$282,100
	(Less) Vacancy & Collection Allowance		5%	Gross Retail Income			(14,100)
	Effective Gross Retail Income						**$268,000**
V.	**Retail Operating Expenses**						
	Operating Expenses		5,756	Sf Retail GBA	$10.00	/Sf/Year	$57,600
	Management Fee		3%	Effective Gross Retail Income			8,000
	Total Retail Operating Expenses						**$65,600**
VI.	**Retail Net Operating Income**						**$202,400**
VII.	**Total Project Net Operating Income**						**$3,324,800**

[1] Based on Stan Hoffman and Keyser Marston Associates, Inc. analyses.
[2] Based on a 4.50% capitalization rate and a 1.10% property tax rate.
[3] Based on Developer estimate.

Prepared by: Keyser Marston Associates, Inc.
Filename: PCC South - 12% - update; Pro Forma; 8/24/2021; jar

TABLE 3 - ATTACHMENT 1

RESIDUAL LAND VALUE CALCULATION
PCC SOUTH - ALL MARKET - 12% contractor
EL SEGUNDO, CALIFORNIA

I.	**Estimated Project Value**				
	Net Operating Income		See Table 2	$3,324,800	
	Capitalization Rate	[1]		4.50%	
	Total Estimated Project Value				**$73,884,000**
II.	**Residual Land Value Calculation**				
	Total Estimated Project Value			$73,884,000	
	(Less) Threshold Developer Profit	9%	Total Estimated Project Value	(6,650,000)	
	(Less) Total Development Costs			(62,593,000)	
III.	**Estimated Residual Land Value**				**$4,641,000**

[1] Based on a weighted average of: a 4.50% capitalization rate for the residential component and a 4.50% capitalization rate for the retail component. Based on the rates published by RERC for the 2nd quarter of 2019.

ATTACHMENT 2

PCC North & Fairfield – All Market

TABLE 1 - ATTACHMENT 2

ESTIMATED CONSTRUCTION COSTS
PCC NORTH & FAIRFIELD - ALL MARKET - 12% contractor
EL SEGUNDO, CALIFORNIA

I.	**Property Assemblage Costs**						
	City Parcel Acqusition Costs		0	Sf Land	$0	/Sf Land	$0
	Agency Parcel Acquisition Costs		0	Sf Land	$0	/Sf Land	0
	Total Property Assemblage Costs						**$0**
II.	**Direct Costs**	[1]					
	Off-site Improvements			Allowance			$600,000
	Demolition Costs			Allowance			600,000
	On-Site Improvements		110,379	Sf Land	$20	/Sf Land	2,208,000
	Structured Parking Spaces		456	Spaces	$30,000	/Space	13,680,000
	Residential Shell Costs		174,749	Sf Res GBA	$200	/Sf GBA	34,950,000
	Retail Shell Costs		5,496	Sf Retail GBA	$200	/Sf Retail GBA	1,099,000
	Retail Tenant Improvement Costs		5,496	Sf Retail GBA	$60	/Sf GBA	330,000
	Contractor Fees / General Requirements		12%	Construction Costs			6,416,000
	General Liability Insurance / Const Bonds		2%	Construction Costs			1,069,000
	Contingency Allowance		5%	Other Direct Costs			3,048,000
	Total Direct Costs		**137**	**Units**	**$467,200**	**/Unit**	**$64,000,000**
III.	**Indirect Costs**						
	Architecture, Engineering & Consulting		7%	Direct Costs			$4,480,000
	Permits & Fees	[2]	137	Units	$24,251	/Unit	3,322,000
	Taxes, Ins, Legal & Accounting		2%	Direct Costs			1,280,000
	Marketing & Leasing						
	Residential		137	Units	$5,000	/Unit	685,000
	Retail		5,496	Sf Retail GBA	$8.00	/Sf Retail GBA	44,000
	Development Management Fee		3.5%	Direct Costs			2,240,000
	Contingency Allowance		5%	Other Indirects			603,000
	Total Indirect Costs						**$12,654,000**
IV.	**Financing Costs**						
	Interest During Construction	[3]	48,068,000	Loan Amount	4.50%	Interest	$2,596,000
	Loan Origination Fees		70%	Loan to Value	1.50	Points	864,000
	Total Financing Costs						**$3,460,000**
V.	**Total Construction Costs**		**137**	**Units**	**$584,800**	**/Unit**	**$80,114,000**

[1] Assumes the project will not be subject to prevailing wage requirements.

[2] Per City staff.

[3] Assumes the Developer will fund 40% of the construction costs with equity. Assumes an 24-month construction period with a 60% average outstanding balance and a 0-month absorption period with a 100% average outstanding balance.

TABLE 2 - ATTACHMENT 2

STABILIZED NET OPERATING INCOME
PCC NORTH & FAIRFIELD - ALL MARKET - 12% contractor
EL SEGUNDO, CALIFORNIA

I.	**Gross Residential Income**	[1]					
	Studio Units		47	Units	$2,804	/Unit/Month	$1,581,500
	1-Bedroom Units		67	Units	$3,125	/Unit/Month	2,512,500
	2-Bedroom Units		23	Units	$4,283	/Unit/Month	1,182,100
	Other Miscellaneous Income		137	Units	$25	/Unit/Month	41,100
	Gross Income						$5,317,200
	(Less) Vacancy & Collection Allowance		5%	Gross Income			(265,900)
	Effective Gross Income						**$5,051,300**
II.	**Operating Expenses**						
	General Operating Expenses		137	Units	$6,100	/Unit	$835,700
	Property Taxes	[2]	137	Units	$4,900	/Unit	671,300
	Replacement Reserve		137	Units	$250	/Unit	34,300
	Total Operating Expenses		137	Units	$11,250	/Unit	**$1,541,300**
III.	**Residential Net Operating Income**						**$3,510,000**
IV.	**Retail Income**						
	Retail Lease Revenue	[3]	5,496	Sf Retail GBA	$3.25	/Sf/Month	$214,300
	CAM Reimbursements		5,496	Sf Retail GBA	$10.00	/Sf/Year	55,000
	Gross Retail Income						$269,300
	(Less) Vacancy & Collection Allowance		5%	Gross Retail Income			(13,500)
	Effective Gross Retail Income						**$255,800**
V.	**Retail Operating Expenses**						
	Operating Expenses		5,496	Sf Retail GBA	$10.00	/Sf/Year	$55,000
	Management Fee		3%	Effective Gross Retail Income			7,700
	Total Retail Operating Expenses						**$62,700**
VI.	**Retail Net Operating Income**						**$193,100**
VII.	**Total Project Net Operating Income**						**$3,703,100**
VIII.	**Townhouse Valuation**						
	Townhouse Units		6	Units	$1,300,000	/Unit	$7,800,000
	Less Costs of Sale				6.00%	% of Value	(468,000)
	Net Sale Proceeds						**$7,332,000**

[1] Based on Stan Hoffman and Keyser Marston Associates, Inc. analyses.
[2] Based on a 4.50% capitalization rate and a 1.10% property tax rate.
[3] Based on Developer estimate.

TABLE 3 - ATTACHMENT 2

RESIDUAL LAND VALUE CALCULATION
PCC NORTH & FAIRFIELD - ALL MARKET - 12% contractor
EL SEGUNDO, CALIFORNIA

I.	**Estimated Project Value**				
	Net Operating Income		See Table 2	$3,703,100	
	Capitalization Rate	[1]		4.50%	
	Total Estimated Project Value				**$82,291,000**
	Townhouse Net Sale Proceeds				**$7,332,000**
	Total Project Valueation				**$89,623,000**
II.	**Residual Land Value Calculation**				
	Total Estimated Project Value			$89,623,000	
	(Less) Threshold Developer Profit		9% Total Estimated Project Value	(8,066,000)	
	(Less) Total Development Costs			(80,114,000)	
III.	**Estimated Residual Land Value**				**$1,443,000**

[1] Based on a weighted average of: a 4.50% capitalization rate for the residential component and a 4.50% capitalization rate for the retail component. Based on the rates published by RERC for the 2nd quarter of 2019.

ATTACHMENT 3

PCC South – 10% Affordable

TABLE 1 - ATTACHMENT 3

ESTIMATED CONSTRUCTION COSTS
PCC SOUTH - BASE AFFORDABLE - 12% contractor
EL SEGUNDO, CALIFORNIA

I.	**Property Assemblage Costs**						
	City Parcel Acqusition Costs		0	Sf Land	$0	/Sf Land	$0
	Agency Parcel Acquisition Costs		0	Sf Land	$0	/Sf Land	0
	Total Property Assemblage Costs						**$0**
II.	**Direct Costs**	[1]					
	Off-site Improvements			Allowance			$600,000
	Demolition Costs			Allowance			250,000
	On-Site Improvements		54,072	Sf Land	$25	/Sf Land	1,352,000
	Structured Parking Spaces		336	Spaces	$33,000	/Space	11,088,000
	Residential Shell Costs		140,794	Sf Res GBA	$190	/Sf GBA	26,751,000
	Retail Shell Costs		5,756	Sf Retail GBA	$190	/Sf Retail GBA	1,094,000
	Retail Tenant Improvement Costs		5,756	Sf Retail GBA	$60	/Sf GBA	345,000
	Contractor Fees / General Requirements		12%	Construction Costs			4,978,000
	General Liability Insurance / Const Bonds		2%	Construction Costs			830,000
	Contingency Allowance		5%	Other Direct Costs			2,364,000
	Total Direct Costs		**120**	**Units**	**$413,800**	**/Unit**	**$49,652,000**
III.	**Indirect Costs**						
	Architecture, Engineering & Consulting		7%	Direct Costs			$3,476,000
	Permits & Fees	[2]	120	Units	$23,342	/Unit	2,801,000
	Taxes, Ins, Legal & Accounting		2%	Direct Costs			993,000
	Marketing & Leasing						
	Residential		120	Units	$5,000	/Unit	600,000
	Retail		5,756	Sf Retail GBA	$8.00	/Sf Retail GBA	46,000
	Development Management Fee		3.5%	Direct Costs			1,738,000
	Contingency Allowance		5%	Other Indirects			483,000
	Total Indirect Costs						**$10,137,000**
IV.	**Financing Costs**						
	Interest During Construction	[3]	37,538,000	Loan Amount	4.50%	Interest	$2,027,000
	Loan Origination Fees		70%	Loan to Value	1.50	Points	747,000
	Total Financing Costs						**$2,774,000**
V.	**Total Construction Costs**		**120**	**Units**	**$521,400**	**/Unit**	**$62,563,000**

[1] Assumes the project will not be subject to prevailing wage requirements.

[2] Per City staff.

[3] Assumes the Developer will fund 40% of the construction costs with equity. Assumes an 24-month construction period with a 60% average outstanding balance and a 0-month absorption period with a 100% average outstanding balance.

TABLE 2 - ATTACHMENT 3

STABILIZED NET OPERATING INCOME
PCC SOUTH - BASE AFFORDABLE - 12% contractor
EL SEGUNDO, CALIFORNIA

I.	**Gross Residential Income**	[1]					
	Studio Units		34	Units	$2,710	/Unit/Month	$1,105,700
	1-Bedroom Units		51	Units	$3,217	/Unit/Month	1,968,800
	2-Bedroom Units		23	Units	$4,283	/Unit/Month	1,182,100
	Studio Units - Low Inocme		10	Units	$1,612	/Unit/Month	193,400
	1-Bedroom Units - Low Income		1	Units	$1,716	/Unit/Month	20,600
	2-Bedroom Units - Low Income		1	Units	$2,055	/Unit/Month	24,700
	Other Miscellaneous Income		120	Units	$25	/Unit/Month	36,000
	Gross Income						$4,531,300
	(Less) Vacancy & Collection Allowance		4%	Gross Income			(181,300)
	Effective Gross Income						**$4,350,000**
II.	**Operating Expenses**						
	General Operating Expenses		120	Units	$6,100	/Unit	$732,000
	Property Taxes	[2]	120	Units	$4,900	/Unit	588,000
	Replacement Reserve		120	Units	$250	/Unit	30,000
	Total Operating Expenses		120	Units	$11,250	/Unit	**$1,350,000**
III.	**Residential Net Operating Income**						**$3,000,000**
IV.	**Retail Income**						
	Retail Lease Revenue	[3]	5,756	Sf Retail GBA	$3.25	/Sf/Month	$224,500
	CAM Reimbursements		5,756	Sf Retail GBA	$10.00	/Sf/Year	57,600
	Gross Retail Income						$282,100
	(Less) Vacancy & Collection Allowance		5%	Gross Retail Income			(14,100)
	Effective Gross Retail Income						**$268,000**
V.	**Retail Operating Expenses**						
	Operating Expenses		5,756	Sf Retail GBA	$10.00	/Sf/Year	$57,600
	Management Fee		3%	Effective Gross Retail Income			8,000
	Total Retail Operating Expenses						**$65,600**
VI.	**Retail Net Operating Income**						**$202,400**
VII.	**Total Project Net Operating Income**						**$3,202,400**

[1] Based on Stan Hoffman and Keyser Marston Associates analyses.
[2] Based on a 4.50% capitalization rate and a 1.10% property tax rate.
[3] Based on Developer estimate.

Prepared by: Keyser Marston Associates, Inc.
Filename: PCC South - affordable - 12% - update; Pro Forma; 8/24/2021; jar

TABLE 3 - ATTACHMENT 3

RESIDUAL LAND VALUE CALCULATION
PCC SOUTH - BASE AFFORDABLE - 12% contractor
EL SEGUNDO, CALIFORNIA

I.	**Estimated Project Value**				
	Net Operating Income		See Table 2	$3,202,400	
	Capitalization Rate	[1]		4.50%	
	Total Estimated Project Value				**$71,164,000**
II.	**Residual Land Value Calculation**				
	Total Estimated Project Value			$71,164,000	
	(Less) Threshold Developer Profit	9%	Total Estimated Project Value	(6,405,000)	
	(Less) Total Development Costs			(62,563,000)	
III.	**Estimated Residual Land Value**				**$2,196,000**

[1] Based on a weighted average of: a 4.50% capitalization rate for the residential component and a 4.50% capitalization rate for the retail component. Based on the rates published by RERC for the 2nd quarter of 2019.

ATTACHMENT 4

PCC North & Fairfield – 10% Affordabl

TABLE 1 - ATACHMENT 4

ESTIMATED CONSTRUCTION COSTS
PCC NORTH & FAIRFIELD - BASE AFFORDABLE - 12% contractor
EL SEGUNDO, CALIFORNIA

I.	**Property Assemblage Costs**						
	City Parcel Acqusition Costs		0	Sf Land	$0	/Sf Land	$0
	Agency Parcel Acquisition Costs		0	Sf Land	$0	/Sf Land	0
	Total Property Assemblage Costs						**$0**
II.	**Direct Costs**	[1]					
	Off-site Improvements			Allowance			$600,000
	Demolition Costs			Allowance			600,000
	On-Site Improvements		110,379	Sf Land	$20	/Sf Land	2,208,000
	Structured Parking Spaces		456	Spaces	$30,000	/Space	13,680,000
	Residential Shell Costs		174,749	Sf Res GBA	$200	/Sf GBA	34,950,000
	Retail Shell Costs		5,496	Sf Retail GBA	$200	/Sf Retail GBA	1,099,000
	Retail Tenant Improvement Costs		5,496	Sf Retail GBA	$60	/Sf GBA	330,000
	Contractor Fees / General Requirements		12%	Construction Costs			6,416,000
	General Liability Insurance / Const Bonds		2%	Construction Costs			1,069,000
	Contingency Allowance		5%	Other Direct Costs			3,048,000
	Total Direct Costs		**137**	**Units**	**$467,200**	**/Unit**	**$64,000,000**
III.	**Indirect Costs**						
	Architecture, Engineering & Consulting		7%	Direct Costs			$4,480,000
	Permits & Fees	[2]	137	Units	$24,251	/Unit	3,322,000
	Taxes, Ins, Legal & Accounting		2%	Direct Costs			1,280,000
	Marketing & Leasing						
	Residential		137	Units	$5,000	/Unit	685,000
	Retail		5,496	Sf Retail GBA	$8.00	/Sf Retail GBA	44,000
	Development Management Fee		3.5%	Direct Costs			2,240,000
	Contingency Allowance		5%	Other Indirects			603,000
	Total Indirect Costs						**$12,654,000**
IV.	**Financing Costs**						
	Interest During Construction	[3]	48,046,000	Loan Amount	4.50%	Interest	$2,594,000
	Loan Origination Fees		70%	Loan to Value	1.50	Points	828,000
	Total Financing Costs						**$3,422,000**
V.	**Total Construction Costs**		**137**	**Units**	**$584,500**	**/Unit**	**$80,076,000**

[1] Assumes the project will not be subject to prevailing wage requirements.

[2] Per City staff.

[3] Assumes the Developer will fund 40% of the construction costs with equity. Assumes an 24-month construction period with a 60% average outstanding balance and a 0-month absorption period with a 100% average outstanding balance.

TABLE 2 - ATACHMENT 4

STABILIZED NET OPERATING INCOME
PCC NORTH & FAIRFIELD - BASE AFFORDABLE - 12% contractor
EL SEGUNDO, CALIFORNIA

I.	**Gross Residential Income**	[1]					
	Studio Units		36	Units	$2,804	/Unit/Month	$1,211,300
	1-Bedroom Units		65	Units	$3,125	/Unit/Month	2,437,500
	2-Bedroom Units		22	Units	$4,283	/Unit/Month	1,130,700
	Studio Units - Low Income		11	Units	$1,612	/Unit/Month	212,800
	1-Bedroom Units - Low Income		2	Units	$1,716	/Unit/Month	41,200
	2-Bedroom Units - Low Income		1	Units	$2,055	/Unit/Month	24,700
	Other Miscellaneous Income		137	Units	$25	/Unit/Month	41,100
	Gross Income						$5,099,300
	(Less) Vacancy & Collection Allowance		4%	Gross Income			(204,000)
	Effective Gross Income						**$4,895,300**
II.	**Operating Expenses**						
	General Operating Expenses		137	Units	$6,100	/Unit	$835,700
	Property Taxes	[2]	137	Units	$4,900	/Unit	671,300
	Replacement Reserve		137	Units	$250	/Unit	34,300
	Total Operating Expenses		137	Units	$11,250	/Unit	**$1,541,300**
III.	**Residential Net Operating Income**						**$3,354,000**
IV.	**Retail Income**						
	Retail Lease Revenue	[3]	5,496	Sf Retail GBA	$3.25	/Sf/Month	$214,300
	CAM Reimbursements		5,496	Sf Retail GBA	$10.00	/Sf/Year	55,000
	Gross Retail Income						$269,300
	(Less) Vacancy & Collection Allowance		5%	Gross Retail Income			(13,500)
	Effective Gross Retail Income						**$255,800**
V.	**Retail Operating Expenses**						
	Operating Expenses		5,496	Sf Retail GBA	$10.00	/Sf/Year	$55,000
	Management Fee		3%	Effective Gross Retail Income			7,700
	Total Retail Operating Expenses						**$62,700**
VI.	**Retail Net Operating Income**						**$193,100**
VII.	**Total Project Net Operating Income**						**$3,547,100**
VIII.	**Townhouse Valuation**						
	Townhouse Units		6	Units	$1,300,000	/Unit	$7,800,000
	Less Costs of Sale				6.00%	% of Value	(468,000)
	Net Sale Proceeds						**$7,332,000**

[1] Based on Stan Hoffman and Keyser Marston Associates analyses.
[2] Based on a 4.50% capitalization rate and a 1.10% property tax rate.
[3] Based on Developer estimate.

Prepared by: Keyser Marston Associates, Inc.
Filename: PCC North & Fairfield - affordable - 12% - Update; Pro Forma; 8/24/2021; jar

TABLE 3 - ATACHMENT 4

RESIDUAL LAND VALUE CALCULATION
PCC NORTH & FAIRFIELD - BASE AFFORDABLE - 12% contractor
EL SEGUNDO, CALIFORNIA

I.	**Estimated Project Value**				
	Net Operating Income		See Table 2	$3,547,100	
	Capitalization Rate	[1]		4.50%	
	Total Estimated Project Value				**$78,824,000**
	Townhouse Net Sale Proceeds				**$7,332,000**
	Total Project Valueation				**$86,156,000**
II.	**Residual Land Value Calculation**				
	Total Estimated Project Value			$86,156,000	
	(Less) Threshold Developer Profit		9% Total Estimated Project Value	(7,754,000)	
	(Less) Total Development Costs			(80,076,000)	
III.	**Estimated Residual Land Value**				**($1,674,000)**

[1] Based on a weighted average of: a 4.50% capitalization rate for the residential component and a 4.50% capitalization rate for the retail component. Based on the rates published by RERC for the 2nd quarter of 2019.

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Memorandum

To: Mr. Lionel Uhry, Senior Vice President, Acquisitions & Development
Mar Ventures, Inc.

From: Bravish Mallavarapu, Director/Principal Economist

Date: April 23, 2021

Re: Fiscal Impact Analysis Update, Pacific Coast Commons, City of El Segundo
SRHA Job # 1385

This memorandum presents an updated fiscal impact analysis for the proposed Pacific Coast Commons development located within the City of El Segundo between Holly Ave and Palm Ave along the Pacific Coast Highway. This is an update to the original analysis, prepared and documented in our memo dated June 8, 2020, following changes to the project description, specifically the inclusion of affordable housing units, changes to the unit mix and rents, project new valuation, comments received from the City regarding the fiscal impact methodology, and updated City budget factors.

The proposed project includes the redevelopment of currently underutilized parking lots and commercial uses that serve the Fairfield Marriot and Loft hotels to alternate uses, including residential use (market and affordable units) and structured parking with ground floor commercial.

This updated analysis examines the annual recurring fiscal impacts of the proposed project at buildout on the City's General Fund presented in constant 2021 dollars. The analysis calculates the annual recurring revenues and annual recurring costs for operations and maintenance accruing to the City General Fund.

It is noted that based on discussions and direction provided by the City Finance Director, we have used the Adopted 2020-21 City Budget, passed by Council for a 9-month period, which we have extrapolated to a 12-month period to develop annual General Fund revenue and cost projection factors, applied to specific revenue and cost components of this fiscal analysis of the project.

1. Summary of Analysis

- The project adds 263 residential units, 11,000 square feet of commercial retail use and a structured commercial parking operation.
- The residential component includes 231 market rate apartment rental units, 26 affordable apartment rental units and 6 ownership townhomes.
- At project buildout the development is estimated to add a total of 252 households (occupied units) at a 4 percent vacancy rate with an estimated residential population of 395 persons, and an estimated 58 jobs associated with the commercial uses at 5 percent vacancy rate, parking operations and residential operations.

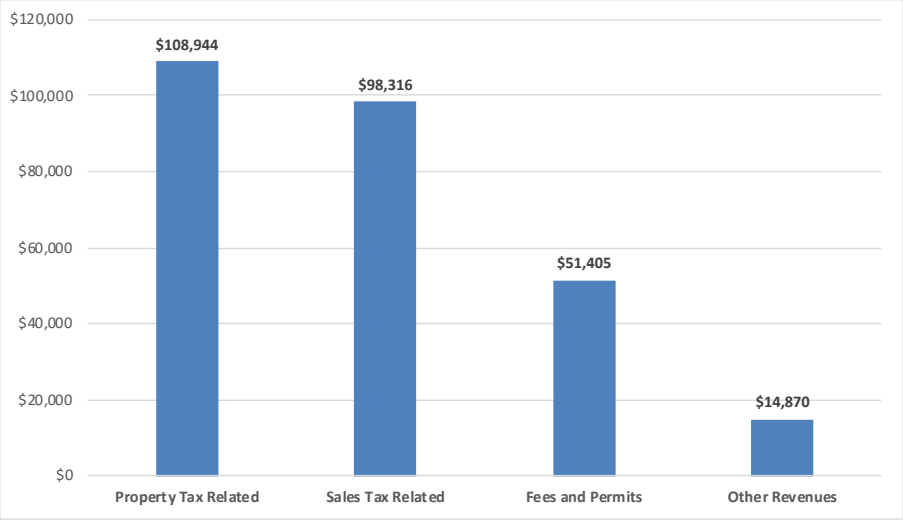
- The Pacific Coast Commons project adds new project valuation at buildout of $141 million, resulting in annual recurring all property tax related revenues of $105,091 to the City General Fund.
- Project households are estimated to account for a total of $31.8 million in aggregate annual household income with an annual average household income of $125,786.
- Retail and food spending by project residents and on-site employees is estimated at a total of about $5.6 million in taxable sales captured within the City.
- Combined with the on-site commercial retail operations, estimated annually at $3.4 million, the total sales tax generated from the project to the City General Fund is estimated at around $98,316 per annum.
- From the overall fiscal impact perspective, as shown in **Table 1**, the proposed Pacific Coast Commons project at buildout is estimated to generate $273,535 in annual recurring revenues, and $401,166 in annual recurring costs to the City General Fund in constant 2021 dollars.
- As shown in **Figure 1**, major annually recurring General Fund revenues include $108,944 in total property-related taxes, including the City General Fund share of the 1 percent property tax for $88,276, property tax in-lieu of VLF (PTVLF) for $16,815 and $3,853 for property transfer tax, sales-tax related revenues of $98,316 and all other revenues, including fees and permits, amounting to $66,275.
- Major annually recurring General Fund costs include $141,394 in Police Services, $103,347 for Fire Services, $22,760 for Recreation and Parks, $55,985 for Library Services, $16,719 in Public Works O&M (street maintenance). General Government costs of about $60,960 are projected at an overhead rate of 17.9 percent of the above line expenditure categories, as shown in **Figure 2**.

Table 1
Fiscal Impact Summary
Pacific Coast Commons, City of El Segundo
(Constant 2021 Dollars)

Category	Proposed Project
A. Fiscal Impact to General Fund	
Annual Recurring Revenues	$273,535
Annual Recurring Costs	$401,166
Net Fiscal Impacts	**($127,631)**
Revenue/Cost Ratio	**0.68**

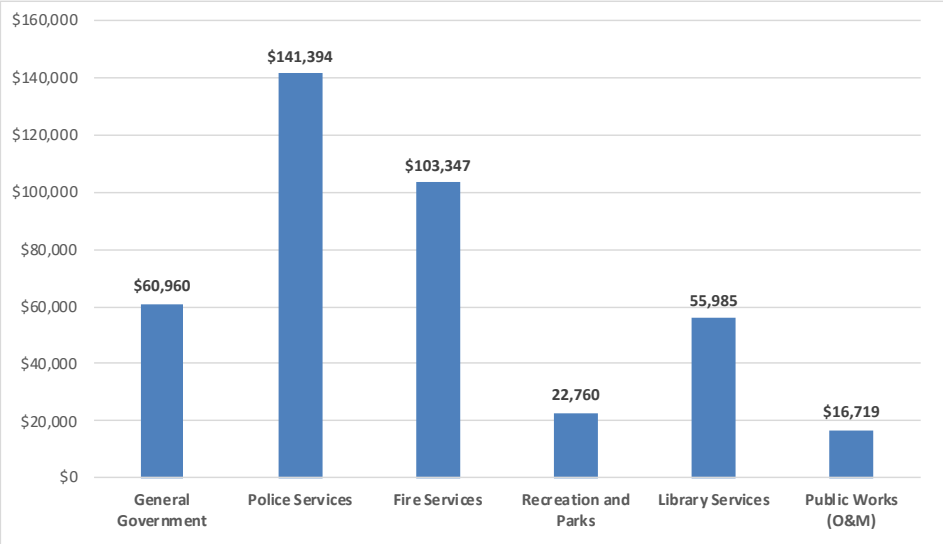
Source: Stanley R. Hoffman Associates, Inc.

Figure 1
Projected General Fund Revenues
Pacific Coast Commons, City of El Segundo
(Constant 2021 Dollars)



Source: Stanley R. Hoffman Associates, Inc.

Figure 2
Projected General Fund Expenditures
Pacific Coast Commons, City of El Segundo
(Constant 2021 Dollars)



Source: Stanley R. Hoffman Associates, Inc.

2. Project Description

Based on the information provided by the project proponent, as shown in **Figure 3 and Table 2**, the proposed Pacific Coast Commons project is spread over a total of five site areas, which also include the current Aloft Hotel (Area 2) and the Fairfield Marriot Hotel (Area 3) that remain unchanged. Three other sites including a surface parking lot (**Area 1**), an older commercial building (**Area 4**) and a second surface parking lot (**Area 5**) will be redeveloped to other uses as follows:

Area 1: The current surface parking lot will be redeveloped into a mixed-use development, which will include 120 multifamily units, including 12 affordable units, a clubhouse, gym and pool, and 6,200 square feet of ground floor commercial. Area 1 is zoned as general commercial – G3.

Area 4: Current uses include the old Carrasco's Restaurant, no longer in operation, a Discovery Rent-A-Car business, and ballroom and meeting area for the hotel used periodically. The site will be primarily redeveloped as structured parking for 187 parking spaces and will include 2,800 square feet of ground floor commercial. Area 4 is currently zoned as general commercial – G3.

Area 5: The current surface parking lot will be redeveloped to include residential, commercial and structured parking uses. Mixed use development will include 137 multifamily rental units, including 14 affordable housing units, 2,000 square feet of ground floor commercial and structured parking. Additionally, this area will include 6 for-sale townhomes. Area 5 is currently zoned as parking – P.

Project Valuation

As shown in **Table 3**, based on the information provided by the project proponent, the total new valuation for the Pacific Coast Commons is estimated at around $140.1 million.

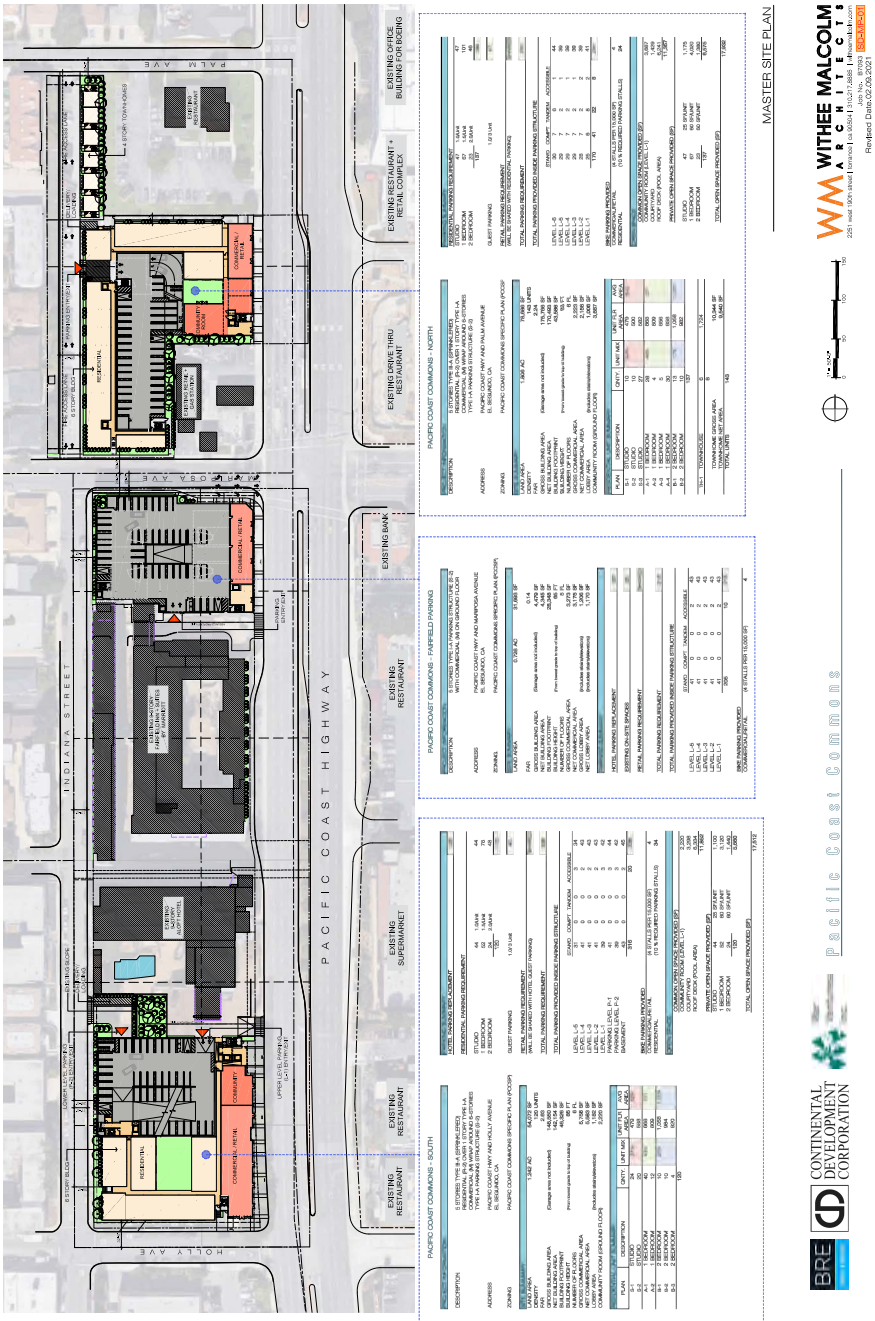
- This includes the mixed use project in Area 1 with a valuation of $60.4 million;
- The new structured parking in Area 4 is estimated at $12.0 million;
- The new development in Area 5, including the mixed-use multifamily development and the proposed townhomes, is estimated for $67.7 million.

Residential Population

The household population resulting from the residential use in Pacific Coast Commons is estimated by translating the unit mix by number of bedrooms proposed for the mixed-use project in Area 1 and the mixed-use project and townhomes in Area 5, as shown in **Table 4**.

Given typical variations found in household sizes across dwelling unit types, the total residential population for the two project areas is calculated by applying appropriate persons by household ratios to the rental multifamily units across studios, one-bedroom and two-bedroom units, and to the owner-occupied townhomes.

Figure 3
Project Site Plan
Pacific Coast Commons, City of El Segundo



Source: Stanley R. Hoffman Associates, Inc.

Table 2
Project Description
Pacific Coast Commons, City of El Segundo
(Constant 2021 Dollars)

	Proposed Project [1]
Panel A. Project Description	
Acres	3.84
Designated Land Use Mix	
Residential	YES
Commercial	YES
Structured Parking	YES
Surface Parking	NO
Built Uses	
Residential Units	*263*
Commercial Square Feet	*11,000*
Panel B. Estimated Service Population	
Households (Units at 4 percent Vacancy)	252
Residential Populatiion	395
On-Site Employment [2]	58
TOTAL SERVICE POPULATION [3]	439
Panel C. Estimated Project Valuation	
Total New Valuation	$140,121,360

1. Project details as provided by the project proponent.
2. Includes estimated employees for commercial use with 5 percent vacancy, parking operations and residential operations.
3. Service population includes 100% of residential population and 75% of on-site employment.

Sources: Stanley R. Hoffman Associates, Inc.
Mar Ventures Inc.

Table 3
Project New Valuation
Pacific Coast Commons, City of El Segundo
(Constant 2021 Dollars)

AREA/PARCEL NO.	PROPOSED USE	VALUATION
NEW DEVELOPMENT AREA		
Area 1		
Surface Parking Loft of Aloft Hotel	Mixed Use (Residential and Commercial)	$60,400,000
Area 4		
Commercial Building	Parking Structure	$12,000,000
Area 5		
Surface Parking Loft of Marriot Hotel	Mixed Use (Residential and Commercial); Townhomes	$67,700,000
TOTAL		**$140,100,000**

Source: Stanley R. Hoffman Associates, Inc.
Mar Ventures, Inc.

Table 4
Projected Residential Population
Pacific Coast Commons, City of El Segundo

	Persons per Household [1]	Number of Units [2]	Residential Population
MARKET RATE HOUSING			
AREA 1 (PCC South)			
Apartments	**Rental (PPH)**		
Studio	1.21	39	47
One Bedroom	1.36	47	64
Two Bedroom	2.74	22	60
Subtotal		**108**	**171**
AREA 5 (PCC North)			
Apartments	**Rental (PPH)**		
Studio	1.21	42	51
One Bedroom	1.36	60	81
Two Bedroom	2.74	21	58
Subtotal		**123**	**190**
Townhomes	**Ownership (PPH)**		
Type TH-1	2.09	5	10
Type TH-2	2.09	1	2
Subtotal		**6**	**12**
AFFORDABLE HOUSING			
AREA 1 (PCC South)			
Apartments	**Rental (PPH)**		
Studio	1.21	5	6
One Bedroom	1.36	5	7
Two Bedroom	2.74	2	5
Subtotal		**12**	**18**
AREA 5 (PCC North)			
Apartments	**Rental (PPH)**		
Studio	1.21	5	6
One Bedroom	1.36	7	9
Two Bedroom	2.74	2	5
Subtotal		**14**	**20**
TOTAL PROJECT		**263**	**411**
LESS 4% VACANCY		**252**	**395**

1. Persons per household by number of bedrooms estimated from the ACS PUMS microdata for the Public Use Microdata Area (PUMA) including the City of El Segundo.
2. Based on information provided by the project proponent.

Source: Stanley R. Hoffman Associates, Inc.
Census American Community Survey (ACS) 2018, Public Use Microdata Sample (PUMS)

Estimated persons per household ratios for the apartment units by number of bedrooms and owner-occupied townhomes were calculated from the American Community Survey (ACS) Public Use Microdata Sample (PUMS) for the year 2018. These estimates were developed for the Public Use Microdata Area (PUMA), including the City of El Segundo, GEOID 0603760. Additionally, a vacancy factor of about 5 percent is assumed to calculate the resulting number of households (occupied units).

Applying these ratios and assumptions, the total resident population for the Pacific Coast Commons is estimated at 395 persons over 252 households, accounting for a 4 percent vacancy rate, for an average household size of 1.56 persons per household, as shown in **Table 4**.

On-Site Employment

Employment generated within the Pacific Coast Commons is estimated for on-site commercial operations associated with the ground floor commercial space across the three areas. Additionally, jobs generated for residential operations and maintenance are also estimated based on gross building square feet. Parking operations are assumed only for the dedicated parking structure in Area 4, while residential parking is assumed to be part of the residential operations in Area 1 and Area 5. Full-time equivalent (FTE) job numbers are calculated by applying industry-standard square feet per employee factor to the project gross leasable area (GLA) information assuming a 5 percent vacancy factor provided by the project proponent, as shown in **Table 5**.

Table 5
Projected On Site Full-Time Employment
Pacific Coast Commons, City of El Segundo

PROPOSED USE	TOTAL GLA OR PARKING SPACES	OCCUPIED GLA [1]	SQUARE FEET OR PARKING SPACES PER EMPLOYEE	ON-SITE EMPLOYMENT
Commercial Operations (Sq.Ft.)				
Area 1	6,200	5,890	250	24
Area 4	2,800	2,660	250	11
Area 5	2,000	1,900	250	8
Commercial Subtotal	**11,000**	**10,450**		**42**
Residential Operations (Sq.Ft.)				
Area 1	115,171		20,000	6
Area 5	110,644		20,000	6
Residential Subtotal	**225,815**			**12**
Parking Structure Operations (Spaces)				
Area 4	**187**		**50**	**4**
Residential Subtotal				
TOTAL EMPLOYMENT				**58**

1. Assumes a 5 percent vacancy factor, and forms the basis for the on-site employment estimate.

Source: Stanley R. Hoffman Associates, Inc.
Mar Ventures, Inc.

3. Projected Household and Employee Expenditures

The Pacific Coast Commons will generate benefits to the City of El Segundo in terms of expenditures on retail goods and services made primarily by the new residents, and additionally by employees working on-site. At the same time, these expenditure levels depend considerably on the income characteristics of the households across the housing unit types proposed, and the type of on-site jobs and their associated wages estimated for the project.

Household Income and Expenditure Characteristics

The average household income of the households projected for the Pacific Coast Commons is estimated across the housing product types (unit mix) for the project. This is based on the average monthly housing cost by housing type, which is assumed to constitute, using conventional standards, 30 percent of the household income. While this percentage share has moved progressively to the 40 percent mark in recent times, current federal, state and local policy standards still continue to use the lower number.

As shown in **Table 6**, proposed monthly rents for the project market-rate and affordable units, have been provided by the project proponent. Rents for market-rate units range from $2,804 for studios to $4,283 for two-bedroom apartments. Rents for affordable units range from $1,528 for studios to $2,028 for two-bedroom apartments. Townhomes are estimated for a sale price of about $1.3 million, which translates to a monthly ownership cost of approximately $6,200.

This implies a range of minimum household incomes that can meet the conventional 30 percent income threshold that the Pacific Coast Commons aims to attract within El Segundo. Estimated average annual household incomes for the apartments range from $63,000 to $171,320 indicating a fit with a mix of professional office and workforce segment that the City of El Segundo has attracted over the last decade. Average household income for townhomes is estimated at $248,000 per annum.

Applying the estimated average annual household income to the number of households by each housing category results in the aggregate annual income for that category, as shown in **Table 6**. Summing up all the household categories further results in a total of $31.8 million aggregate annual household income for the Pacific Coast Commons project, as shown in **Table 7**.

The City of El Segundo will benefit from the spending potential of households living in the Pacific Coast Commons. This potential is estimated from the aggregate household income, as shown in **Table 8**. Examining household spending patterns from the US Bureau of Labor Statistics (BLS) Consumer Expenditure Survey (CES), it is estimated that households in the Los Angeles-Long Beach-Anaheim MSA spent around 21.1 percent of their pre-tax income on retail and local services items. When applied to the aggregate household income of $31.8 million for the project, the total household spending potential is calculated at $6.71 million per annum on food and discretionary products and services, as shown in **Table 7**.

Table 6
Projected Average and Aggregate Household Income
Pacific Coast Commons, City of El Segundo
(Constant 2021 Dollars)

	Rental or Ownership	Estimated Households	Monthly Rent OR Estimated Monthly Ownership Cost [1]	Estimated Average Annual Household Income [2]	Project Aggregate Annual Household Income
MARKET RATE HOUSING					
AREA 1 (PCC South)					
Apartments	**Rental**				
Studio		37	$2,804	$112,160	$4,199,270
One Bedroom		45	$3,125	$125,000	$5,640,000
Two Bedroom		21	$4,283	$171,320	$3,618,278
Subtotal		**104**			**$13,457,549**
AREA 5 (PCC North)					
Apartments	**Rental**				
Studio		40	$2,804	$112,160	$4,522,291
One Bedroom		58	$3,125	$125,000	$7,200,000
Two Bedroom		20	$4,283	$171,320	$3,453,811
Subtotal		**118**			**$15,176,102**
Townhomes	**Ownership** Price				
Type TH-1	$1,300,000	5	$6,200	$248,000	$1,190,400
Type TH-2	$1,300,000	1	$6,200	$248,000	$238,080
Subtotal		**6**			**$1,428,480**
AFFORDABLE HOUSING					
AREA 1 (PCC South)					
Apartments	**Rental**				
Studio		5	$1,578	$63,120	$302,976
One Bedroom		5	$1,690	$67,600	$324,480
Two Bedroom		2	$2,028	$81,120	$155,750
Subtotal		**12**			**$783,206**
AREA 5 (PCC North)					
Apartments	**Rental**				
Studio		5	$1,578	$63,120	$302,976
One Bedroom		7	$1,690	$67,600	$454,272
Two Bedroom		2	$2,028	$81,120	$155,750
Subtotal		**13**			**$912,998**
TOTAL		**252**		**$125,786**	**$31,758,336**

1.Monthly rents provided by the project proponent market study for the Pacific Coast Commons. Monthly ownership costs include mortgage estimated assuming 20 percent down payment at 3.6% for 30 years, estimated effective property tax rate of $7.73 per $1,000 of home value, and an estimated $630 per month for home insurance and HOA costs.

2. Estimated based on the annual housing cost (rent or mortgage) representing a conventional share of 30 percent of annual household income following CA HCD and Federal Guidelines.

Source: Stanley R. Hoffman Associates, Inc.
Mar Ventures, Inc.

Table 7
Projected Household Expenditures
Pacific Coast Commons, City of El Segundo
(Constant 2021 Dollars)

Project Aggregate Household Income	$31,758,336
Estimated Household Spending on Retail Food and Local Services as % HH Income [1]	21.1%
Estimated Household Spending on Retail Food and Local Services	$6,714,022

1. Expenditures share of pre-tax household income for Los Angeles-Long Beach-Anaheim MSA obtained from the US Bureau of Labor Statistics.

Source: Stanley R. Hoffman Associates, Inc.
US Bureau of Labor Statistics (BLS),
Consumer Expenditure Survey (CES). 2018-19.

Table 8
Household Spending Patterns
Los Angeles-Long Beach-Anaheim MSA

Los Angeles MSA, 2018-19 [1]	Amount	Taxable Spending Component %	Taxable Spending Amount	Taxable Spend Share of HH Income
Average Household Income Before Taxes	**$90,037**			
RETAIL CATEGORIES				
Food-related				
Food at home	$4,934	35%	$1,727	1.9%
Food away from home	$3,996	100%	$3,996	4.4%
Alcoholic beverages	$644	100%	$644	0.7%
Housing-related				
Housekeeping supplies	$746	100%	$746	0.8%
Household furnishings and equipment	$2,238	100%	$2,238	2.5%
Apparel and services	$1,989	100%	$1,989	2.2%
Transportation-related				
Gasoline, other fuels, and motor oil	$2,397	100%	$2,397	2.7%
Entertainment	$3,554	100%	$3,554	3.9%
Personal care products and services	$847	100%	$847	0.9%
Reading [2]	$107	60%	$64	0.1%
Education [2]	$1,469	40%	$588	0.7%
Tobacco products and smoking supplies	$245	100%	$245	0.3%
TOTAL	**$23,166**		**$19,035**	**21.1%**

1. Most recent release by the BLS Consumer Expenditure Survey (CES), accessed April 2021.
2. Expenses related to reading materials, such as books, periodicals and newspapers, and eductional supplies.

Source: Stanley R. Hoffman Associates, Inc.
US Bureau of Labor Statistics (BLS), Consumer Expenditure Survey (CES), 2018-19.

Projected Employee Expenditures

In addition to households, potential spending on retail goods and services also originate from workers employed within the Pacific Coast Commons. These purchases are typically made over during work breaks in and around the place of work. This spending potential is calculated from the jobs estimated for the project, as shown previously in Table 6. It is assumed that these jobs are entry-level, clerical and operational functions across the commercial uses, and parking and residential operations of the proposed project.

Based data from the International Council of Shopping Centers (ICSC) for 2012, adjusted for inflation, workers in entry-level, clerical and support functions spend about $73 per week or $3,796 per annum on retail, food and services. Applied to the estimated 58 workers for the project, this results in $209,160 of annual spending on these taxable sales categories made around the workplace within El Segundo.

4. Project On-Site Taxable Sales

The proposed project additionally generates taxable retail sales from the commercial use space planned for the development. Based on inputs from the project proponent, the total 10,450 square feet of retail use, including a 5 percent vacancy rate, is distributed across limited service restaurants, health and personal care stores, and miscellaneous retail stores, as shown in **Table 9**. Using industry sales per square foot factors, these uses generate a total of $3.40 million in taxable sales at buildout, as shown below.

Table 9
On-Site Retail Sales
Pacific Coast Commons, City of El Segundo
(Constant 2021 Dollars)

Retail Categories	GLA [1]	Occcupied GLA [1]	Sales/SF [2]	Sales [3]	Taxable Percent	Taxable Sales	Sales Tax
Limited-service restaurants	3,700	3,515	$355	$1,247,757	100%	$1,247,757	$12,478
Retail - Health and personal care stores	3,650	3,468	$368	$1,275,284	100%	$1,275,284	$12,753
Retail - Miscellaneous store retailers	3,650	3,468	$254	$881,536	100%	$881,536	$8,815
	11,000	10,450	$310	$3,404,577		$3,404,577	$34,046
SUMMARY							
Retail Stores	7,300	6,935	$311	$2,156,820		$2,156,820	$21,568
Restaurants	3,700	3,515	$355	$1,247,757		$1,247,757	$12,478
TOTAL	**11,000**	**10,450**		**$3,404,577**		**$3,404,577**	**$34,046**

1. Based on information provided by project proponent. Occupied GLA assumes a 5 percent vacancy factor.
2. Estimated from IMPLAN regional sales factors by retail segment output per job, converted to a square foot basis.
3. Estimated from the occuped GLA.

Source: Stanley R Hoffman Associates, Inc.
Mar Ventures Inc.
IMPLAN , MIG Group Regional Data and Impact Model.

5. Fiscal Analysis Details

The final section of this memo examines the annual recurring fiscal impacts of the proposed project at buildout on the City's General Fund in constant 2021 dollars. The analysis calculates the annual recurring General Fund revenues and costs for operations and maintenance at buildout, shown in **Table 10**, with the fiscal analysis methodology shown in **Appendix A**. General city-wide assumptions including service population estimation are shown in Appendix Table A-1, General Fund revenue factors in Table A-2, and General Fund cost factors in Table A-3.

Fiscal Impact Summary

The proposed Pacific Coast Commons mixed-use project at buildout is estimated to generate around $273,535 in annual recurring revenues, and $401,166 in annual recurring costs to the City General Fund, in constant 2021 dollars, as shown in **Table 10.**

Annual Recurring Revenues Details

The annual recurring General Fund revenues include four broad categories, including property-related, sales-related, fees and permits, and other city-specific revenues. The detailed revenue and costs for the proposed project are shown in **Table 10**.

- Property Tax Related: The total annual recurring revenues for the proposed project at buildout includes $88,276 in the City General Fund portion of the 1 percent property tax and $16,815 in property tax in-lieu of the motor vehicle license fee (PTVLF), as calculated in **Appendix Table A-6**. Property transfer tax additionally is estimated at $3,853.
- Sales-tax related revenues, composed of the 1 percent sales tax and a separate use tax, from both on-site sales and off-site expenditures is estimated at $98,316, as calculated in **Appendix Table A-9**.
- Fees and permits, including franchise fees, business license fees and utilities user tax, amount to $51,405. The balance of revenues of $14,870 includes a combination of different city service related charges and fees, based on revenue factors developed in **Appendix Table A-2**.

Annual Recurring Cost Details

The annual recurring General Fund costs include six categories, including Police Services, Fire Services, Recreation and Parks, Library Services, Public Works O&M and General Government, as shown in **Table 10**.

- Police Services: These costs have been developed on a service population basis, as shown in **Appendix Table A-10**. The project is estimated to generate annual police services costs of $141,394, based on an estimated service population of 439 persons.
- Fire Services: These costs have been developed on a service population basis, as shown in **Appendix Table A-10**. The project is estimated to generate annual police services costs of $103,347, based on an estimated service population of 439 persons.
- Recreation and Parks Services: These costs have been developed on a service population based on General Fund expenditure factors, shown in **Appendix Table A-3**. The project is estimated to generate recreation and park services costs of $22,760, based on an estimated service population of 439 persons.

- Library Services: These costs have been developed on a resident population based on GF expenditure factors, shown in **Appendix Table A-3**. The project is estimated to generate library services costs of $55,985, based on an estimated project resident population of 395 persons.
- Public Works Operations and Maintenance: These costs have been developed for public street maintenance O&M, shown in **Appendix Table A-12**. The project is estimated to generate $16,719 of street costs, based on an estimated 0.397 lineal miles of public street adjacent to the project.
- General Government costs are projected at an overhead rate of 17.9 percent of the above line expenditures, as calculated in **Appendix Tables A-3 and A-5**.

Table 10
Detailed Fiscal Impact Summary
Pacific Coast Commons, City of El Segundo
(Constant 2021 Dollars)

General Fund Category	Proposed Project
Annual Recurring Revenues	
General Property Tax	$88,276
Property Tax In-Lieu VLF	16,815
Property Transfer Tax	3,853
Sales and Use Tax	98,316
Franchise Tax	17,794
Utility User Tax	29,608
Business Licenses	4,003
Paramedic Transport Charges	4,153
Administrative Charges	6,744
City and Parking Revenues	3,600
Other Revenues	373
Total General Fund Revenues	**$273,535**
Annual Recurring Costs	
General Government	$60,960
Police Services	141,394
Fire Services	103,347
Recreation and Parks	22,760
Library Services	55,985
Public Works (O&M)	16,719
Total General Fund Costs	**$401,166**
Net Fiscal Impacts	**($127,631)**
Revenue/Cost Ratio	**0.68**

Source: Stanley R. Hoffman Associates, Inc.

APPENDIX A

Fiscal Impact Methodology

Annual recurring impacts on the City of El Segundo General Fund from the proposed Pacific Coast Commons are projected based on a combination of assumptions, including those related to project development, revenues and costs, in constant 2021 dollars.

These impacts are projected based on a specific set of general assumptions, revenue and cost factors, as shown in **Appendix Tables A-1 through A-3**.

Further, the revenue and cost factors have been developed, as applicable, based on project specific factors and service population related factors, which were developed by analyzing the City's Adopted 9-month Annual Budget for 2020-21, adjusted per City Finance Director guidance, to an annual 12-month basis.

The recurring annual revenue and cost categories identified from the City Adopted Annual Budget, are shown in **Appendix Tables A-4 and A-5**.

Property tax calculations, including the City share of the 1% property tax and the property in-lieu of the motor vehicle license fee (PTVLF) for the project is shown in **Appendix Table A-6**. City PTVLF factor calculation is shown in **Appendix Table A-7**.

Business license tax calculations for the commercial operations for the proposed project is shown in **Appendix Table A-8**. These fees are specific to the type and size of establishments.

Sales and use tax calculations for the onsite commercial operations for the proposed project is shown in **Appendix Table A-9**. The table also shows the offsite sales and use tax impacts on the City from the expenditures of the new project residents and employees.

Police and Fire Services costs incurred by the proposed project is shown in **Appendix Table A-10**. These are based on service call and related department cost trends for the City, as shown in **Appendix Table A-11.**

Public Works (Street Maintenance O&M) are shown in **Appendix Table A-12**.

Appendix Table A-1
City General Assumptions
City of El Segundo, 2020-21

Assumption	Description
	Population and Housing [1]
16,701	Total Household Population
76	Group Quarters Population
16,777	Total Resident Population
3,576	Single Family Units (Detached, Attached, Mobile Homes)
3,887	Multi-Family Units (2 Plus Units per Structure)
7,463	Total Housing Units
7,111	Occupied Housing Units
2.38	Citywide Average Household Size
	Employment
76,207	Total City Employment [2]
	Service Population [3]
16,777	Total Resident Population
57,155	Employment (75% of total city employment)
73,932	**Total Service Population**

1. Population and housing numbers are January 1, 2020 estimates provided by the California Department of Finance (DOF).
2. Employment estimate based on total primaty jobs in 2018 reported by Census LEHD for El Segundo, adjusted for a 10 percent self-employment rate. Total primary jobs are reported at 68,586.
3. This analysis defines the service population as population plus 75 percent of employment for the El segundo context.

Sources: Stanley R. Hoffman Associates, Inc.
State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State - January 1, 2011-2020.*
United States Census, Longitudinal Employer-Household Dynamics (LEHD)

Appendix Table A-2
Summary of General Fund Recurring Revenue Factors
City of El Segundo

General Fund Revenue Source	FY 2020-21 Adjusted Budget [1]	Projection Basis [2]	Projection Factor
General Property Tax	$12,193,367	Case Study: Project Valuation	6.32% City general share of 1% levy
VLF Swap (Property Tax in Lieu VLF)	$2,512,596	Case Study	$120 per $1,000,000 assessed valuation
Real Property Transfer Tax	$666,667	Property turnover and valuation assumptions	5.0% Turnover rate $0.55 per $1,000 assessed valuation
Sales and Use Tax	$11,164,911	Taxable Sales	100% of 1% of projected sales and use tax
Use Tax Factor		Use Tax as Percent of Sales Tax	14.3% of sales tax
Franchise Tax	$3,000,000	Service Population = 73,932	$40.58 per service population
Utility User Tax	$4,992,063	Service Population = 73,932	$67.52 per service population
Business Licenses [3]	$13,985,813	Case Study	varies by alternative
Paramedic Transport Charges	$700,000	Service Population = 73,932	$9.47 per service population
Administrative Charges	$1,136,819	Service Population = 73,932	$15.38 per service population
City Code and Parking Fines and Forfeitures	$382,667	Service Population = 73,932	$5.18 per service population
Property Rentals and Parking-In-Lieu Fees	$224,000	Service Population = 73,932	$3.03 per service population
Sales of Reports, Documents, Cable DVDs	$3,133	Service Population = 73,932	$0.04 per service population
Miscellaneous Revenue	$60,000	Service Population = 73,932	$0.81 per service population

1. Based on direction from City Staff, the 9-month 2020-21 Adopted Budget has been extrapolated over a 12-month annual period.
2. This analysis assumes service population as total population plus 75% of employment.
3. The calculation of business license tax is presented in Table A-8.

Sources: Stanley R. Hoffman Associates, Inc.
City of El Segundo, Statement of Estimated Revenue - General Fund, Preliminary Fiscal Year 2020-21
City of El Segundo, Finance Department

Appendix Table A-3
Summary of General Fund Recurring Cost Factors
City of El Segundo

Cost Category	FY 2020-21 Adjusted Adopted Budget [1] Total	Net	Projection Basis [2]	Cost Factor
General Government - Overhead [3]	$18,106,457	$10,863,874	Share of Line Costs at 60% Marginal Rate	17.9% of direct department costs
Police Department [4]	$23,839,367	$23,839,367	Service Population = 73,932	$322.45 per Per Capita Service Population
Fire Department [5]	$17,424,524	$17,424,524	Service Population = 73,932	$235.68 per Per Capita Service Population
Recreation and Parks [5]	$3,837,395	$3,837,395	Service Population = 73,932	$51.90 per Capita Service Population
Library Services [5]	$2,377,885	$2,377,885	Resident Population = 16,777	$141.73 per Capita Resident Population
Planning and Building Safety [6]	$3,478,699	$74,232	Service Population = 73,932	not projected
Street Maintenance [7]	$2,798,792	$2,665,833	City Street Mile = 63.3	$42,114 per street mile

1. Based on direction from City Staff, the 9-month 2020-21 Adopted Budget has been extrapolated over a 12-month annual period.
2. This analysis assumes service population as total population plus 75% of total employment.
3. Based on previous studies, general government services for the proposed project are projected at 60 percent of the current overhead rate because the proposed project will not require a one for one increase in staffing and services.
4. Projected police and fire costs are presented in Appendix Table A-10. Police and fire costs are projected based on costs per call calculated from data provided by police and fire department staff, as shown in Appendix Table A-11.
5. Recreation and parks based on annual budget expenditures attributed to service population, while library services factor based on annual budget expenditures attrubuted to residential population.
6. Planning and building safety costs are not projected because estimated one-time permits, fees and charges for services are estimated to cover planning and building safety costs.
7. Net street maintenance costs of $2,665,833 are based on the 2020-21 adopted budget of $2,798,792 minus the estimated one-time revenues, as shown in Appendix Table A-12.

Sources: Stanley R. Hoffman Associates, Inc.
City of El Segundo, Adopted Budget 2020-21

Appendix Table A-4
Summary of General Fund Revenues, Fiscal Year 2020-21
City of El Segundo

Revenue Category	Adopted 2020-21 Budget [1]			
	Total	Non-Recurring [2]	Not Projected [3]	Projected
Property Taxes				
Property Taxes - Current Year Secured	$11,651,568	$0	$0	$11,651,568
Property Taxes - Current Year Unsecured	$395,132	0	0	395,132
Property Taxes - Prior Year Secured	$66,667	0	0	66,667
Property Taxes - Prior Year Unsecured	$26,667	0	0	26,667
Property Taxes - Penalties and Interest	$6,667	0	0	6,667
Property Taxes - Homeowners Reimbursement	$46,667	0	0	46,667
Total General Property Taxes	*$12,193,367*	*$0*	*$0*	*$12,193,367*
Other Taxes				
Sales and Use Tax	$11,164,911	$0	$0	$11,164,911
Franchise Tax	$3,000,000	0	0	3,000,000
Transient Occupancy Tax	$10,032,760	0	10,032,760	0
Real Property Transfer Tax	$666,667	0	0	666,667
Gas Utility User Tax (UUT)	$1,892,063	0	0	1,892,063
Water UUT	$300,000	0	0	300,000
Telecommunication UUT	$900,000	0	0	900,000
Cogenerated Electric UUT	$1,000,000	0	1,000,000	0
Electric UUT	$1,900,000	0	0	1,900,000
Tax Resolution Agreement	$8,000,000	0	8,000,000	0
Total Other Taxes	*$38,856,400*	*$0*	*$19,032,760*	*$19,823,640*
Business License Taxes				
Commercial Industrial	$13,919,147	$0	$0	$13,919,147
Contractors	$0	0	0	0
Vehicles	$0	0	0	0
Contract Employees	$0	0	0	0
Other Business Licenses Fees	$0	0	0	0
Business License Penalty Charges	$0	0	0	0
Filming Fees	$66,667	0	0	66,667
Total Business License Taxes	*$13,985,813*	*$0*	*$0*	*$13,985,813*
Other Licenses and Permits				
Animal Licenses	$20,400	$0	$0	$20,400
License Agreements Data Centers	$10,000	10,000	0	0
Building Permits	$900,000	900,000	0	0
Plumbing Permits	$82,000	82,000	0	0
Electrical Permits	$250,000	250,000	0	0
Street Permits	$130,959	130,959	0	0
Building Permits SMI Fee #1	$0	0	0	0
Building Permits SMI Fee #2	$0	0	0	0
Mechanical Permits	$145,000	145,000	0	0
Total Other Licenses and Permits	*$1,538,359*	*$1,517,959*	*$0*	*$20,400*
Fines and Forfeitures				
City Code Fines	$6,667	$0	$0	$6,667
Library Fees and Fines	$6,667	0	0	6,667
Parking Fines	$350,000	0	0	350,000
Sur-Charge Parking Fines	$0	0	0	0
Handicap Parking Fines	$1,000	0	0	1,000
Towing Service Fines	$25,000	0	0	25,000
Internet Printing	$2,667	0	2,667	0
Library Book Fair	$0	0	0	0
Total Fines and Forfeitures	*$392,000*	*$0*	*$2,667*	*$389,333*
Use of Money and Property				
Interest on Investments	$580,000	$0	$0	$580,000
Property Rentals	$200,000	0	0	200,000
Interest Allocation Contra	$0	0	0	0
Chevron USA, Inc Grant	$0	0	0	0
Securities GASB 31 Adjustment	$0	0	0	0
CD's GASB 31 Adjustment	$0	0	0	0
Parking-in-Lieu Fees	$24,000	0	0	24,000
Total Use of Money and Property	*$804,000*	*$0*	*$0*	*$804,000*
Intergovernmental				
Motor Vehicle In Lieu Tax	$11,097	$0	$0	$11,097
State Grants	$0	0	0	0
VLF Swap	$2,512,596	0	0	2,512,596
Federal Grants	$0	0	0	0
ESUSD Library Support Reimbursement	$66,667	0	0	66,667
Total Intergovernmental	*$2,590,360*	*$0*	*$0*	*$2,590,360*

Continued.....

Appendix Table A-4 (Continued)
Summary of General Fund Revenues, Fiscal Year 2019-20
City of El Segundo

Revenue Category	Adopted 2020-21 Budget [1]			
	Total	Non-Recurring [2]	Not Projected [3]	Projected
Charges For Services				
Zoning and Planning Fees	$70,000	$70,000	$0	$0
SB 1473 Admin Special Revolving	$0	0	0	0
Special Police Services	$30,600	0	30,600	0
Public Works Services	$2,000	2,000	0	0
Plan Check Fees	$1,850,000	1,850,000	0	0
Plan Retention Fees	$20,000	20,000	0	0
Building After-Hours Inspection Fees	$4,000	4,000	0	0
Sales - Reports/Documents	$2,667	0	0	2,667
Energy Plan Check Fees	$0	0	0	0
Planning Service Fees	$800	800	0	0
Local Record Check Fees	$7,000	7,000	0	0
Cable DVD Sales	$467	0	0	467
Environmental Safety/Above Ground Storage Tanks	$0	0	0	0
Environmental Safety/New Construction Reinspection	$21,848	21,848	0	0
Environmental Safety/Underground Tanks	$0	0	0	0
Environmental Safety/Surcharge	$0	0	0	0
Environmental Safety/Hazardous Waste	$0	0	0	0
Environmental Safety/Disclosure	$0	0	0	0
Environmental Safety/Risk Management Program	$0	0	0	0
Environmental Safety/Industrial	$0	0	0	0
Environmental Safety/Storm Water	$0	0	0	0
Booking Service Fees	$0	0	0	0
Accelerated Plan Check Fees	$500,000	0	0	500,000
Tobacco Retail License Fee	$4,000	0	4,000	0
Special Fire Services	$3,333	0	3,333	0
Paramedic Transport	$700,000	0	0	700,000
Fire Permit Inspection	$22,667	22,667	0	0
High Rise Building Inspection	$82,667	82,667	0	0
Haz Mat Response	$0	0	0	0
Fire Protection Equipment Test	$33,333	0	33,333	0
Annual Fire Inspection	$244,800	0	244,800	0
Fire Prevention Overtime	$47,600	0	47,600	0
CPR Class Fee	$0	0	0	0
CASP Training	$0	0	0	0
Recreation and Parks Activities	$141,333	0	0	141,333
Contract Class Fees	$173,333	0	0	173,333
Special Events Fees	$29,333	0	0	29,333
Drama	$21,333	0	0	21,333
Reservation Fee	$266,667	0	0	266,667
Farmers Market Vendors	$34,667	0	0	34,667
Classes, Camps and Programs	$240,000	0	0	240,000
Total Charges for Services	*$4,554,448*	*$2,080,981*	*$363,667*	*$2,109,800*
Other Revenues				
Sale of Surplus Property	$6,667	$0	$6,667	$0
Refunds	$0	0	0	0
SB 90 Reimbursement	$13,600	0	0	13,600
Administrative Charges	$1,136,819	0	0	1,136,819
Traffic Control Program	$4,000	0	0	4,000
Miscellaneous Revenue	$60,000	0	0	60,000
Electric Vehicle Charging	$2,667	0	0	2,667
Strike Team Reimbursements	$112,200	0	0	112,200
Damage to City Property Reimbursement	$13,333	13,333	0	0
Smoky Hollow Park In Lieu	$73,333	73,333	0	0
City Staff Reimbursement	$133,333	133,333		0
Computer Refresh Charge	$0	0	0	0
Developers Contributions	$1,000,000	0	1,000,000	0
Developer Deposit Revenue	$0	0	0	0
Total Other Revenues	*$2,555,952*	*$220,000*	*$1,006,667*	*$1,329,285*
Interfund Transfers				
Transfer from Traffic Safety Fund	$1,264,944	$0	$0	$1,264,944
Total Interfund Transfers Due	$1,264,944	$0	$0	$1,264,944
General Fund Total	**$78,735,643**	**$3,818,940**	**$20,405,760**	**$54,510,943**

1. 9-month Adopted 2020-21 Budget extrapolated to 12 months (annual), based on discussion with City Finance Director.

1. One-time development related fees are not projected as recurring revenues because they are netted from projected development services co
2. Certain recurring revenues (such as transient occupancy tax, RDA revenues and set payment amounts) that are not impacted by the proposed project are not projected in the fiscal analysis.

Sources: Stanley R. Hoffman Associates, Inc.
City of El Segundo, *Statement of Estimated Revenue - General Fund, Adopted Fiscal Year 2020-21*
City of El Segundo, Finance Department

Appendix Table A-5
Summary of General Fund Expenditures, Fiscal Year 2020-21
City of El Segundo

General Fund Expenditures	FY 2020-21 Adopted Budget [1] Total	General Government	Non-General Government
General Government			
City Council	$347,871	$347,871	
City Treasurer	$206,268	$206,268	
City Clerk	$561,543	$561,543	
City Manager	$2,546,115	$2,546,115	
City Attorney	$749,267	$749,267	
Human Resources	$1,223,207	$1,223,207	
Information Services	$3,253,424	$3,253,424	
Finance	$2,511,807	$2,511,807	
Non-Departmental (vacation and sick leave, retirement and CalPERS, insurance, unemployment compensation)	$5,040,291	$5,040,291	
Transfers Out (Economic Uncertainty Fund, Facilities Maintenance Fund, Capital Improvement Fund)	$1,666,667	$1,666,667	
Non-General Government			
Police Department	$23,839,367		$23,839,367
Fire Department	$17,424,524		$17,424,524
Planning and Building Safety	$3,478,699		$3,478,699
Public Works	$9,671,317		$9,671,317
Recreation and Parks	$3,837,395		$3,837,395
Library Services	$2,377,885		$2,377,885
GRAND TOTAL GENERAL FUND	**$78,735,644**	**$18,106,457**	**$60,629,187**
Current General Government Overhead Rate			
General Government Expenditures			$18,106,457
		divided by	
Direct General Fund Expenditures			$60,629,187
		equals	
Current General Government Overhead Rate			**29.9%**
At 60% Marginal Rate			*17.9%*

1. Based on direction from City Staff, the 9-month 2020-21 Adopted Budget has been extrapolated over a 12-month annual period.

Sources: Stanley R. Hoffman Associates, Inc.
City of El Segundo, *Statement of Estimated Expenditures - General Fund, Adoopted Budget, Fiscal Year 2020-21*
City of El Segundo, Finance Department

Appendix Table A-6
Project Property Tax and PTVLF Estimations

Category	Proposed Project
Panel A. Estimated General Property Tax Revenue	
Estimated Valuation [1]	$140,121,360
1% Property Tax Levy	0.01
Estimated General Fund Share	0.063
Estimated General Fund Share [2]	0.063%
Estimated Incremental Property Tax Revenue	***$88,276***
Panel B. Estimated Property Tax In-Lieu VLF	
Estimated Valuation	$140,121,360
VLF Factor	$120
Estimated Property Tax In-Lieu VLF Revenues	***$16,815***

1. Estimated valuation is presented in development summary.
2. The City's share is the basic one percent property tax levy times their 6.3 percent share of the one percent share (0.01 times 0.063 = 0.00063).

Source: Stanley R. Hoffman Associates, Inc.

Appendix Table A-7
PTVLF Factor Calculation

Fiscal Year	VLF - Property Tax In Lieu [1]	Assessed Valuation (AV) [2]	VLF per $1,000,000 AV [3]
2011-2012	$1,213,600	$9,635,152,459	$130
2012-2013	$1,258,621	$10,284,261,810	$120
2013-2014	$1,343,412	$10,025,144,400	$130
2014-2015	$1,309,564	$10,617,872,863	$120
2015-2016	$1,390,099	$10,947,287,185	$130
2016-2017	$1,423,717	$12,215,580,623	$120
2017-2018	$1,597,050	$13,069,326,068	$120
2018-2019	$1,708,987	$14,192,470,440	$120
Average			***$120***

1. The property tax in lieu VLF amounts are from the City's budget as cited below.
2. City assessed valuation is from the County Assessor report as cited below.
3. Estimated VLF per $1,000,000 AV is rounded to the nearest tens.

Sources: Stanley R. Hoffman Associates, Inc.
City of El Segundo, General Fund Revenues, 2012 through 2019.
County of Los Angeles, Annual Reports, 2012 through 2019.

Appendix Table A-8
Calculation of Business License Tax
City of El Segundo

Business License Tax Calculations	Proposed Project
Apartment Operations	
Apartments (No. of Units)	257
Apartment Business License Tax Assumptions [1]	
Estimated Tax - First Three Units	$32
Estimated Tax - Additional Units	$2,794
Apartment Operations Subtotal	**$2,826**
Commercial Operations	
10 Employees or Less Business Size Category	
Total Square Feet	11,000
Number of Establiishments	10
Average Store Size	1,100
Total Employment	44
Average Employment per Store	4.4
Over 10 Employees Business Size Category	
Total Square Feet	0
Number of Establiishments	0
Average Store Size	0
Total Employment	0
Average Employment per Store	0
Commercial Business License Tax Assumptions [1]	
Base Tax per Business	$107.00
Employee Tax per Employee over 10	$133.45
Tax per Sq. Ft. over 5,000 Sq. Ft. per Firm	$0.26
Estimated Business License Tax	
Base Tax	$1,070
Employee Based Tax	$0
Square Footage Based Tax	$0
Commercial Operations Subtotal	**$1,070**
Commercial Parking Operations	
Number of Operations	1
Number of Employeees	4
Estimated Business License Tax	
Base Tax	**$107**
Total Estimated Business License Tax	**$4,003**

1. Assumption are based on the City of El Segundo's 2020 Business License Schedule.

Sources: Stanley R. Hoffman Associates, Inc.

Appendix Table A-9
Calculation of Sales and Use Tax
City of El Segundo

	Proposed Project
On Site Taxable Sales	
Retail Stores	$2,156,820
Restaurants	$1,247,757
On-Site Taxable Sales Subtotal	$3,404,577
Sales Tax at 1 %	$34,046
Use Tax at 14.3%	$487
Total On-Site Sales and Use Tax	**$34,533**
Project Related Off Site Sales	
Residential Population Expenditures (80% City Capture) [1]	$5,371,218
Employee Expenditures [2]	$209,160
Off-Site Taxable Sales Subtotal	**$5,580,378**
Sales Tax at 1 %	$55,804
Use Tax at 14.3%	$7,980
Total Off-Site Sales and Use Tax	**$63,784**
Overall Sales and Use Tax (Onsite and Offsite)	**$98,316**

1 An 80 percent capture assumptiion results in a project per capita (residential) of $12,187, which is only a third of the current citywide 2019 annual estimate of $36,555 based on data obtained from the California State Bureau of Equalization (SBOE) and DOF 2020 population.

2. Estimated based at on average of $73 per week for junior, clerical and administrative workers obtained from the International Council of Shopping Centers 2012 report, *Office-Worker Retail Spending in a Digital Age, Table BN-4,* adjusted for inflation to 2020 dollars.

Source: Stanley R. Hoffman Associates, Inc.
International Council for Shopping Centers, 2012.

Appendix Table A-10
Project Police and Fire Services Costs Calculations
City of El Segundo

Category	Proposed Project
Panel A. Estimated Police Costs	
Estimated Annual Cost per Service Population	$322
Estimated Service Population	439
Total Project Estimated Police Costs	**$141,394**
Panel B. Estimated Fire Costs	
Estimated Annual Cost per Service Population	$236
Estimated Service Population	439
Total Project Estimated Fire Costs	**$103,347**

1. The estimated cost per police call and per fire call is presented in Appendix Table A-11.

Source: Stanley R. Hoffman Associates, Inc.

Appendix Table A-11
Police and Fire Services Cost Factors
City of El Segundo

Category	Police	Fire
Panel A. Estimated Service Cost per Call for El Segundo		
Total Service Costs for El Segundo [1]	$23,839,367	$17,424,524
Total El Segundo Calls for Service [2]	37,145	2,600
Cost per Call	**$642**	**$6,702**
Panel B. Estimated Calls per Service Population		
Total City Service Population	73,932	73,932
Total Calls per Service Population	0.50	0.04
Total Cost per Service Population	**$322**	**$236**

1. Total police and fire costs for El Segundo are from the 12-month adjusted 2020-21 Adopted Budget.

2. Estimated total calls for service for the police and fire department are estimated as average trend for prior ye

Sources: Stanley R. Hoffman Associates, Inc.
City of El Segundo Police and Fire Departments
City of El Segundo, Statement of Estimated Revenue - General Fund, Adopted Fiscal Year 2020-21

Appendix Table A-12
Project Street Maintenance Cost Factors
City of El Segundo

Category		Amount
A. AVERAGE STREET MAINTENANCE COST PER STREET MILE		
Annual Street Maintenance Costs		
Street Services		$501,481
Street Maintenance		878,280
Traffic Safety		896,926
Storm Drains		522,105
Total Street Maintenance Costs		$2,798,792
	minus	
One-Time Licenses, Permits and Charges for Services		
Street Permits		$130,959
Public Works Services		2,000
Environmental Safety/Storm Water		0
One-Time Licenses, Permits and Charges for Services		$132,959
	equals	
Net Street Maintenance Costs		$2,665,833
	divided by	
Total City Street Miles		*63.3*
	equals	
Average Maintenance Cost per Street Mile		***$42,114***
B. ESTIMATED STREET MAINTENANCE COSTS FOR PROJECT		
Average Maintenance Cost per Street Mile		$42,114
	times	
Lineal Miles Adjacent to Project		*0.397*
	equals	
Total Street Maintenance Costs for Project		***$16,719***

Sources: Stanley R. Hoffman Associates, Inc.
City of El Segundo, Adopted Operating & Capital Improvement Budget, Fiscal Year 2020-21

El Segundo
The CHAMBER
The Voice for Business

November 1, 2021

El Segundo Planning Commission
City of El Segundo
350 Main Street
El Segundo, CA 90245

Re: Pacific Coast Commons

Dear Members of the El Segundo Planning Commission,

I am writing on behalf of the El Segundo Chamber of Commerce in support of the proposed Pacific Coast Commons project on Pacific Coast Highway in El Segundo. This project will have a positive impact on our business community which will be beneficial to our city.

As the City of El Segundo continues our growth with "big ideas taking off", providing housing for our current and future residents is of utmost importance. Additional housing closer to employment centers not only reduces traffic and congestion but also provides a better quality of life for our employees. In addition, these residents will shop, dine, play, and volunteer in our community thus contributing to our financial and overall well-being.

The Pacific Coast Commons project beautifies a highly visible area of our City as well as contributes to the State mandated housing goals. The developers of this project have proven their commitment to El Segundo with community involvement as well as projects that have added to the desirability of El Segundo for many years.

Please accept this letter as an endorsement of the Pacific Coast Commons project from the El Segundo Chamber of Commerce.

Please feel free to contact me at 310-322-1220 or director@elsegundochamber.org if you have any questions.

Best regards,

Marsha Hansen

Marsha Hansen
CEO/President
El Segundo Chamber of Commerce