AGENDA DESCRIPTION:
Consideration and possible action regarding City Council approval of Environmental Assessment No. EA-1198 and Zone Text Amendment No. ZTA 17-06 to establish a parking in-lieu fee program in the Smoky Hollow area and adopt a parking in-lieu fee.
(Applicant: City of El Segundo).

Address: Citywide

(Fiscal Impact: None with this action)

RECOMMENDED COUNCIL ACTION:
1. Conduct a public hearing;
2. Take testimony and other evidence as presented;
3. Adopt a Resolution approving an environmental assessment (Environmental Assessment No. EA-1198 and Zone Text Amendment No. ZTA 17-06) and establishing parking in-lieu fee for a parking in-lieu fee program in the Smoky Hollow area;
4. Introduce an Ordinance (Zone Text Amendment No. ZTA 17-06) amending the El Segundo Municipal Code to establish a parking in-lieu fee program for the Smoky Hollow Specific Plan area;
5. Schedule second reading and adoption of the Ordinance for September 4, 2018; and/or
6. Alternatively, discuss and take other possible action related to this item.

ATTACHED SUPPORTING DOCUMENTS:
1. Draft Ordinance No.
2. Draft Resolution No.
   a. Parking design study by KOA, dated September 20, 2016
   b. On-street parking construction cost estimates by KOA, dated June 12, 2018

FISCAL IMPACT: None
Amount Budgeted: N/A
Additional Appropriation: N/A
Account Number(s): N/A

STRATEGIC PLAN:
Goal: Champion Economic Development and Fiscal Sustainability

ORIGINATED BY: Gregg McClain, Planning Manager
REVIEWED BY: Sam Lee, Planning & Building Safety Director
APPROVED BY: Greg Carpenter, City Manager
BACKGROUND AND DISCUSSION

On August 21, 2018, the City Council held a public hearing regarding the establishment of a parking in-lieu fee program in the Smoky Hollow area. The hearing was held in conjunction with the hearing for the Smoky Hollow Specific Plan update project. During the public hearing the City Council inquired about the timing and location of the street parking improvements contemplated by the program. The City Council was generally in favor of the proposed program. However, it voted to continue the item to September 18, 2018, in order to first take action on the Smoky Hollow Specific Plan update project.
ORDINANCE NO. ____

AN ORDINANCE APPROVING ENVIRONMENTAL ASSESSMENT NO. EA-1198 AND AMENDING TITLE 15 OF THE EL SEGUNDO MUNICIPAL CODE TO ESTABLISH A PARKING IN-LIEU FEE PROGRAM FOR THE SMOKY HOLLOW SPECIFIC PLAN AREA

(Zone Text Amendment ZTA 17-06)

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

SECTION 1: The Council finds and declares as follows:

A. Under the California Constitution, the City of El Segundo has broad authority, under its general police power, to regulate the development and use of real property within its jurisdiction to promote the public welfare (Cal. Const. art. XI, § 7);

B. As part of its police power, the City may adopt development fees of general applicability, provided that the fee bears a reasonable relationship to the impacts of the development project (Cal. Building Industry Assoc. v. City of San Jose (2015) 61 Cal.4th 453; Gov. Code § 66001);

C. On July 13, 2017, the City initiated the process to amend the El Segundo Municipal Code (ESMC) to create a parking in-lieu fee program for the Smoky Hollow Specific Plan area. The program’s intent is to allow the payment of a fee as an alternative method of meeting the City’s parking requirements for private development, to encourage such development within the plan area;

D. The City reviewed the project’s 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”);

E. On June 14, 2018, the Planning Commission held a public hearing to receive public testimony and other evidence regarding the application including information provided to the Planning Commission by city staff; and, continued the public hearing to its June 28, 2018 meeting;

F. On June 28, 2018, the Planning Commission completed the public hearing regarding the application and adopted Resolution No. 2827 recommending that the City Council approve the proposed project;

G. On August 21 and September 18, 2018, the City Council held a public hearing and considered the information provided by City staff and public testimony regarding this ordinance; and
H. This ordinance and its findings are made based upon the entire administrative record including testimony and evidence presented to the City Council at its August 21 and September, 2018, hearing and the staff report.

SECTION 2: General Plan Findings. As required under Government Code Section 65860, the ESMC amendments in this ordinance are consistent with the El Segundo General Plan as follows:

A. This ordinance is consistent with Objective LU1-3 of the General Plan Land Use Element in that it permits the continued operation and orderly conversion of existing uses, by providing an alternative method of meeting the City’s parking requirements.

B. This ordinance is consistent with Objective LU4-3 of the General Plan in that it facilitates development of new office and research and development (R&D) uses. The ordinance does so by allowing the conversion of older warehouses to office and R&D uses without having to provide additional parking spaces onsite.

C. This ordinance is consistent with Goal LU7 to provide the highest quality public facilities, service, and public infrastructure possible to the community. The parking in-lieu fee program will provide funding for public parking for the Smoky Hollow area of the City.

D. This ordinance is consistent with Goal ED2 of the Economic Development Element to provide a supportive and economically profitable environment as the foundation of a strong local business community. This ordinance does so by investing in shared parking infrastructure which encourages commercial and industrial development.

E. This ordinance is consistent with Objective C3-2 of the Circulation Element in that it considers the impacts of land use decisions on the City’s parking situation. The parking in-lieu fee program will help ensure adequate shared parking is provided for new development in the Smoky Hollow Specific Plan area. This ordinance takes into consideration the anticipated amount of new development in the draft Smoky Hollow Specific Plan, which is approximately 517,000 square feet. This ordinance also takes into account and will help address the shortage of parking in the Specific Plan area currently, which is estimated to be approximately 2,200 spaces.

F. Considering all of its aspects, this ordinance furthers the objectives and policies of the general plan and will not obstruct their attainment.

SECTION 3: Zone Text Amendment Findings. In accordance with ESMC Chapter 15-26 (Amendments), this ordinance is consistent with and necessary to carry out the purpose of the ESMC as follows:
A. This ordinance is consistent with the purpose of the ESMC, which is to serve the public health, safety, and general welfare and to provide the economic and social advantages resulting from an orderly planned use of land resources.

B. This ordinance is necessary to facilitate the development process and ensure the orderly development of buildings and the location of uses in the City. The intent of this ordinance is to establish a parking in-lieu fee program allowing the payment of a fee in order for new development to meet the City’s off-street parking requirements, and to develop shared public parking facilities to meet the parking demand for private development. This program will facilitate and expedite the development process and provide economic and social benefits resulting from the orderly planned use of land resources.

SECTION 4: Environmental Assessment. The zone text amendment and proposed fee is exempt from further environmental review under the California Environmental Quality Act (California Public Resources Code §§ 21000, et seq., “CEQA”) and CEQA Guidelines (14 California Code of Regulations §§ 15000, et seq.) because it is for general policies and procedure-making. It does not authorize any new development entitlements, but simply establishes policies and procedures for allowing the previously approved project to be constructed. Any proposed project that will utilize the changes set forth in this Resolution will be subject to CEQA review as part of the entitlement review of the project. The zone text amendment and fee will not adversely impact the environment and is therefore exempt from the provisions of CEQA.

SECTION 5: ESMC Section 15-15-6 (Required Parking Spaces), Subsection D (Parking of Licensed Recreation Vehicles and Habitable Vehicles) is deleted and replaced as follows:

D. Parking Of Licensed Recreational Vehicles And Habitable Vehicles:

1. Parking of any mobile home, camper, house trailer or other habitable vehicle outside of an authorized mobile home park or licensed recreational vehicle parking facility is prohibited except that such vehicles may be parked on any public property or right of way subject to any applicable parking restrictions of this code, or on any developed residential lot as long as the vehicle, if parked in a front yard, is parked on a non-porous surface pad adequate to accommodate the parked vehicle.

2. A habitable vehicle parked on private property may be occupied for residential purposes for no longer than seventy-two (72) hours (outside of an authorized mobile home park) within any thirty (30) day period. No habitable vehicle may be occupied for commercial purposes except as otherwise provided by this code.

D. Parking in-lieu fees.

Notwithstanding any provision of this Code to the contrary, the City Council may designate certain areas within the City where, in lieu of providing the number of on-site parking spaces required by this
chapter or applicable specific plan, such requirement may be satisfied by paying a parking in-lieu fee in an amount set by City Council resolution. Designated parking in-lieu fee areas and the process for payment of parking in-lieu fees are described in Chapter 15-27B of this code.

SECTION 6: ESMC Chapter 15-15 is amended to add a new section (Section 15-15-8, Parking of Licensed Recreation Vehicles and Habitable Vehicles) as follows:

15-15-8 Parking of Licensed Recreational Vehicles and Habitable Vehicles:

1. Parking of any mobile home, camper, house trailer or other habitable vehicle outside of an authorized mobile home park or licensed recreational vehicle parking facility is prohibited except that such vehicles may be parked on any public property or right of way subject to any applicable parking restrictions of this code, or on any developed residential lot as long as the vehicle, if parked in a front yard, is parked on a nonporous surface pad adequate to accommodate the parked vehicle.

2. A habitable vehicle parked on private property may be occupied for residential purposes for no longer than 72 hours (outside of an authorized mobile home park) within any 30 day period. No habitable vehicle may be occupied for commercial purposes except as otherwise provided by this code.

SECTION 7: A new ESMC Chapter 15-29 is added to read as follows:

CHAPTER 29

PARKING IN-LIEU FEES

15-29-1: PURPOSE.

This chapter establishes fees in lieu of providing on-site parking spaces within designated parking in-lieu fee areas.

15-29-2: PARKING IN-LIEU FEE AREAS.

Any property owner of a property located within the area enclosed by a bold dashed line on the parking in-lieu fee area map may pay parking in-lieu fees as established by the City Council, in lieu of providing required on-site parking spaces as outlined in Section 15-15-6 of this code or applicable Specific Plans.

Parking in-lieu fee area
15-29-3: PAYMENT.

A. Timing of payment.

The parking in-lieu fee must be paid before the City issues a Certificate of Occupancy for the project or formally approves the project when such project does not require a Certificate of Occupancy. In addition, the parking in-lieu fee may be paid over a period of time, as approved by City Council resolution.

B. Use of funds.

Funds collected by the City from such payments must be deposited in a separate fund and may not be commingled with any other City fund. Monies from the in-lieu fund may only be used for acquiring, developing and maintaining additional on-street and off-street parking and parking facilities within or adjacent to the area where they are collected. Funds paid to the City for in-lieu parking are non-refundable.

C. Written agreement/contract required.
Notwithstanding any other provision of this Chapter, payment of the parking in-lieu fee must be provided by means of a written contract with the City. The contract must meet requirements identified by City Council resolution and approved as to form by the City Attorney.

15-29-4. NO VESTED RIGHTS.

Payment of a parking in-lieu fee does not provide or vest any property owner with a special right, privilege or interest of any kind in any parking facility that may result from the payment of the fee. The City retains sole discretion to decide when and how the fees will be spent in accordance with this chapter. The City retains sole discretion to determine where and when it will build parking, and the City is under no obligation to, and makes no such representation that it will, build parking in a location near the fee payer's property or that is advantageous to the fee payer.

15-27B-5 DIRECTOR APPROVAL REQUIRED.

Requests to pay parking in-lieu fees for more than 50% of the required parking spaces for a property or project as outlined in Section 15-15-6 of this code or applicable Specific Plans must be approved by the Director at his or her discretion. The Director must consider potential impacts to the surrounding area when deciding whether to approve such a request. The Director’s decision may be appealed to the Planning Commission pursuant to Section 15-25-2 of this Code.

SECTION 8: 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 9: 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 10: 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 11: 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 12: 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 15 days after the passage and adoption of this Ordinance, cause a summary thereof to be published or posted in accordance with California law.

SECTION 13: This Ordinance will go into effect and be in full force and effect on the thirty-first day after its passage and adoption.

PASSED AND ADOPTED this ___ day of ____________, 2018.

APPROVED AS TO FORM:

Drew Boyles, Mayor

MARK D. HENSEL, 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 ____________, 2018, 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 ____________, 2018, and the same was so passed and adopted by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Tracy Weaver, City Clerk
RESOLUTION NO. ___

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL SEGUNDO ESTABLISHING A PARKING IN-LIEU FEE AND PROCEDURES FOR PAYMENT OF SUCH FEE

The City Council of the City of El Segundo does hereby resolve as follows:

SECTION 1: The City Council does hereby finds and declares that:

A. On July 13, 2017, the City initiated the process to amend the El Segundo Municipal Code (ESMC) to create a parking in-lieu fee program for the Smoky Hollow Specific Plan area. The program intent is to allow the payment of a fee as an alternative method of meeting the City’s parking requirements for private development and to provide additional shared public parking on-street and off-street in public parking structures;

B. The proposed parking in-lieu fee program will generate funds to pay for construction of additional shared public parking spaces on-street or off-street in parking facilities to meet the parking demand of new private development;

C. A report prepared by KOA Corporation, dated September 20, 2016, studied the feasibility of providing additional street parking in Smoky Hollow. The report is attached as Exhibit A, and incorporated into this Resolution by reference;

D. A further study prepared by KOA Corporation, dated June 12, 2018, estimated the cost of providing up to 159 additional street parking spaces and determined that cost to be $27,642.64 per space. The estimated costs are attached as Exhibit B, and incorporated into this Resolution by reference;

E. 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”), and the City’s Environmental Guidelines (City Council Resolution No. 3805, adopted March 16, 1993);

F. The City Council of the City of El Segundo held a duly noticed public hearing on August 21 and September 18, 2018, to review and consider the staff report prepared for the project, receive public testimony, and review all correspondence received on the project; and

G. This Resolution, and its findings, are made, in part, based upon the evidence presented to the City Council at its August 21 and September 18, 2018 public hearing including, the staff report submitted by the Planning and Building Safety Department.
SECTION 2: Parking In-lieu Fee Amount. The amount of parking in-lieu fee for the Parking In-lieu Fee Area established in ESMC Chapter 15-27B is $28,000 per parking space.

SECTION 3: Timing of Payment. Except as provided in paragraph C, the property owner may choose at the owner's discretion between the following two options:

A. Parking in-lieu fee must be paid in full before the City issues a Certificate of Occupancy or provides formal approval of a project that does not require a Certificate of Occupancy.

B. Alternatively, a property owner may pay a down payment of at least 50% of the full amount before the City issues a Certificate of Occupancy or provides formal approval of a project that does not require a Certificate of Occupancy, provided the property owner enters into a written repayment agreement with the City to pay the remaining amount. The remaining balance must be paid over a period of time not to exceed 10 years from the date the City issues a Final Certificate of Occupancy, with annual payments of at least $1,400 per parking space. The property owner must execute and record: (i) a promissory note in favor of the City; (ii) a deed of trust in favor of the City to secure the promissory note; (iii) a covenant against the real property; and (iv) any other document required by the City Manager, upon recommendation by the City Attorney.

C. Notwithstanding the foregoing, when a property owner proposes to pay an in-lieu fee for more than 50% of the required parking for the property, then the in-lieu fee amount must be paid in full before the City issues a Certificate of Occupancy or provides formal approval of a project that does not require a Certificate of Occupancy.

SECTION 4: Authorization. The City Manager or designee is authorized to take any actions necessary to effectuate this resolution, including but not limited to, promulgation of administrative policies and procedures.

SECTION 5: Environmental Assessment. The proposed zone text amendment and establishment of the in-lieu fee program is exempt from further environmental review under the California Environmental Quality Act (California Public Resources Code §§ 21000, et seq., "CEQA") and CEQA Guidelines (14 California Code of Regulations §§ 15000, et seq.) because it is for general policies and procedure-making. It does not authorize any new development entitlements, but simply establishes policies and procedures for allowing the previously approved project to be constructed. Any proposed project that will utilize the changes set forth in this Resolution will be subject to CEQA review as part of the entitlement review of the project. The proposed zone text amendment and fee will not adversely impact the environment and is therefore exempt from the provisions of CEQA.

SECTION 6: 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 City Council.
in all respects and are fully and completely supported by substantial evidence in the record as a whole.

SECTION 7: **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 lack of 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 8: **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 9: This Resolution will remain effective until superseded by a subsequent resolution.
SECTION 10: This Resolution is the City Council’s final decision and will become effective immediately upon adoption.

PASSED, APPROVED AND ADOPTED this ___ day of ______, 2018.

Drew Boyles, Mayor

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 Resolution No. ____ 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 _______ 2018, and the same was so passed and adopted by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

__________________________
Tracy Weaver, City Clerk

APPROVED AS TO FORM:

__________________________
Mark D. Hensley, City Attorney
This document provides a summary of the conceptual parking design exercises conducted by KOA as part the overall traffic and parking analysis and design efforts for the Smoky Hollow Specific Plan in the City of El Segundo.

Overview

KOA provided engineering design services to the Specific Plan team, to find feasible methods to add public parking through potential roadway and on-street parking reconfigurations and through potential new off-street centralized parking structures.

During the early stages of the conceptual design process, it was determined that the use of one-way traffic flow on minor north-south roadways (leaving larger collector and arterial roadways to operate with traditional two-way traffic flow) could be applied with diagonal parking configurations on one side of the street to increase on-street parking capacity. It was also determined that back-in or reverse parking would be beneficial to the Specific Plan area, in that it provides drivers exiting parking spaces a better view of bicyclists and vehicles in the roadway.

A reconfiguration of El Segundo Boulevard was considered, to provide on-street parking along the north curb of that roadway. This reconfiguration was considered for the overall extents between Standard Street on the west and Kansas Street on the east.

The total estimated on-street increase in parking supply for north-south roadways was 85 spaces, and for El Segundo Boulevard was 101 spaces. In addition, KOA reviewed two potential locations, located at the northeast and northwest corners of the Maryland Street/Franklin Avenue intersection, to assess potential off-street parking spaces that could be provided. These locations could support parking structures with 548 spaces and 363 spaces, respectively.

Design Efforts and Findings

On-Street Supply Increases – North-South Roadways

Within the Specific Plan area, conceptual designs were created for north-south roadways to provide both one-way traffic flow and diagonal back-in on-street parking spaces. Locations of driveways were considered, but with potential land use changes within the Specific Plan area, it was assumed that approximately 15 percent of the driveways might be closed due to site redevelopment and reconfigurations of access that focused more on rear-
alley access. The one-way flow configuration for a northbound or southbound pattern on each analyzed segment was optimized based on the best increase in parking supply due to driveway locations on the west curb and the east curb. A concept for Arena Street was completed, but it was determined that no net increase in parking would result – this roadway was therefore excluded from the analysis.

Table 1 provides a summary of the estimated on-street parking capacity increases that could result if such reconfigurations were implemented within the Specific Plan area. The total estimated parking supply increase is 85 spaces, which is a total supply increase of 26 percent over existing general parallel space configurations.

The conceptual designs for these roadways are provided in Attachment A.

**TABLE 1 – ESTIMATED PARKING SUPPLY INCREASES ON NORTH-SOUTH ROADWAYS, WITH POTENTIAL RECONFIGURATIONS**

<table>
<thead>
<tr>
<th>Segment Location</th>
<th>Existing Parallel Parking Capacity</th>
<th>Potential Diagonal Parking Capacity</th>
<th>Increase in Parking Spaces</th>
<th>Percentage Increase in Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Standard Street</td>
<td>22</td>
<td>23</td>
<td>1</td>
<td>5%</td>
</tr>
<tr>
<td>Eucalyptus Street</td>
<td>27</td>
<td>36</td>
<td>9</td>
<td>33%</td>
</tr>
<tr>
<td>Sheldon Street</td>
<td>16</td>
<td>20</td>
<td>4</td>
<td>25%</td>
</tr>
<tr>
<td>Penn Street</td>
<td>19</td>
<td>23</td>
<td>4</td>
<td>21%</td>
</tr>
<tr>
<td>Sierra Street</td>
<td>18</td>
<td>22</td>
<td>4</td>
<td>22%</td>
</tr>
<tr>
<td>Lomita Street</td>
<td>22</td>
<td>24</td>
<td>2</td>
<td>9%</td>
</tr>
<tr>
<td>Maryland Street</td>
<td>25</td>
<td>31</td>
<td>6</td>
<td>24%</td>
</tr>
<tr>
<td>Center St (north)</td>
<td>26</td>
<td>36</td>
<td>10</td>
<td>39%</td>
</tr>
<tr>
<td>Center St (south)</td>
<td>17</td>
<td>24</td>
<td>7</td>
<td>41%</td>
</tr>
<tr>
<td>Nevada St (north)</td>
<td>23</td>
<td>28</td>
<td>5</td>
<td>22%</td>
</tr>
<tr>
<td>Nevada St (south)</td>
<td>21</td>
<td>32</td>
<td>11</td>
<td>52%</td>
</tr>
<tr>
<td>Oregon St (north)</td>
<td>20</td>
<td>26</td>
<td>6</td>
<td>30%</td>
</tr>
<tr>
<td>Oregon St (south)</td>
<td>26</td>
<td>34</td>
<td>8</td>
<td>31%</td>
</tr>
<tr>
<td>California Street</td>
<td>28</td>
<td>36</td>
<td>8</td>
<td>29%</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td><strong>310</strong></td>
<td><strong>395</strong></td>
<td><strong>85</strong></td>
<td><strong>27%</strong></td>
</tr>
</tbody>
</table>

**On-Street Supply Increases – El Segundo Boulevard**

The four-lane roadway of El Segundo Boulevard would be restriped within specific extents in the Specific Plan area under this concept to provide two travel lanes, a center two-way left-turn lane, and a north-curb permitted parallel parking area. The concept of this reconfiguration was not considered for areas outside of these extents, in order to not affect intersection capacity at the Main Street/El Segundo Boulevard intersection and to also not affect intersection capacity at the Illinois Street/El Segundo Boulevard and Sepulveda Boulevard/El Segundo Boulevard intersections.

This potential roadway configuration with added permitted parking would add 101 parking spaces to the area supply.
The example conceptual design for one segment of this roadway is provided in Attachment B.

**Roadway Network Circulation Pattern**

With the potential reconfigurations of the north-south roadways within the Specific Plan area, and the optimization of the related parking supply increases based on the best configuration at each location, using either northbound or southbound traffic flow, the one-way traffic flow will not necessarily alternate for each subsequent roadway.

However, an analysis of the total traffic flow pattern indicated that there would not be a repeat of the same traffic flow direction for more than two consecutive north-south roadways. Reconfigured roadway designs would need to be in compliance with one-way and do-not-enter signage requirements.

The one-way roadway flow pattern for these north-south roadways is illustrated on the figure within Attachment C.

**Off-Street Supply Increases**

Two potential parking structure locations were examined by KOA, for potential parking supplies that could be provided within the potentially available footprints. The parking structure height, used to determine the potential number of parking levels that could be provided, was assumed not to exceed 35 to 40 feet. Bottom floor height was considered to be 10 feet, with each upper level at nine feet and a two-foot allowance for slab and equipment on each level. A four-story structure under these assumptions would potentially be approximately 34 feet in height, although tops of elevator shafts and lighting standards would be higher. Also with sloped parking levels, the height could be higher as well at one end of the structure.

The potential parking structure locations were determined by the project team to be potentially located on either side of Maryland Street, directly north of Franklin Street. For the northeasterly potential site, an oil derrick exists within the northern portion of the site, and therefore a surface lot with proper spacing from that element was provided. A parking structure was conceptually designed for the south side of that parcel.

The conceptual design exercise indicated that the northeast site could potentially provide 548 spaces, and the northwest site could potentially provide 363 spaces. These numbers have not been adjusted for existing private parking spaces on these parcels that would be provided, likely through covenants, to continue to provide those off-street supplies within the parking structures.

The northeast site does not appear to have any existing parking. There is an existing oil derrick on the site, however. A 50-foot buffer is provided around the derrick where no structures would be constructed. Surface parking would be located within the buffer area. On the northwest site, estimated parking spaces total 130, for a net gain of 233 spaces with the structure.

The conceptual design for the two potential alternate parking structure locations are provided in Attachment D.
ATTACHMENT A -
CONCEPTUAL PARKING DESIGNS, NORTH-SOUTH ROADWAYS
CONCEPTUAL LAYOUT
NO SCALE

TYPICAL 60° REVERSE PARKING STALL
NO SCALE

TYPICAL SECTION B [50'-0" ROW]
60° REVERSE PARKING ANGLE
23 PARKING SPACES / 19 PARALLEL PARKING SPACES
CONCEPTUAL LAYOUT
NO SCALE

TYPICAL 60° REVERSE PARKING STALL
NO SCALE

TYPICAL SECTION B (50'-0" ROW)
60° REVERSE PARKING ANGLE
31 PARKING SPACES / 25 PARALLEL PARKING SPACES
CONCEPTUAL LAYOUT
NO SCALE

TYPICAL 60° REVERSE PARKINGSTALL
NO SCALE

TYPICAL SECTION C [60'-0" ROW]
60° REVERSE PARKING ANGLE
38 PARKING SPACES / 26 PARALLEL PARKING SPACES
ATTACHMENT B -
CONCEPTUAL PARKING DESIGN, EL SEGUNDO BLVD. EXAMPLE
ATTACHMENT D -
CONCEPTUAL PARKING DESIGNS, PARKING STRUCTURES
PARKING STRUCTURE CONCEPTUAL LAYOUT
NORTH EAST CORNER OF FRANKLIN AVE AND MARYLAND ST

NOTES:
- "A" = ACCESSIBLE PARKING SPACE
- "HV" = VAN ACCESSIBLE PARKING SPACE
- ACCESSIBLE PARKING SPACES ARE CALCULATED SEPARATELY FOR THE PARKING LOT AND PARKING STRUCTURE
- THE 2 ACCESSIBLE PARKING SPACES FOR THE PARKING LOT ARE BASED ON THE ASSUMPTION OF BETWEEN 26-30 TOTAL PARKING SPACES.
- THE 8 ACCESSIBLE PARKING SPACES FOR THE PARKING STRUCTURE ARE BASED ON THE ASSUMPTION OF BETWEEN 301-400 TOTAL PARKING SPACES.
PARKING STRUCTURE - BOTTOM FLOOR
59 STANDARD SPACES

PARKING STRUCTURE - MIDDLE FLOORS
100 STANDARD SPACES

PARKING STRUCTURE - TOP FLOOR
97 STANDARD SPACES

NOTES:
- H = ACCESSIBLE PARKING SPACE
- HV = VAN ACCESSIBLE PARKING SPACE
- THE 7 ACCESSIBLE PARKING SPACES ARE BASED ON THE ASSUMPTION OF BETWEEN 201-300 TOTAL PARKING SPACES.

TYPICAL ACCESSIBLE PARKING SPACE
TYPICAL STANDARD PARKING SPACE

KOA CORPORATION
PLANNING & ENGINEERING
1100 Corporate Center Drive, Suite 201
Monterey Park, California 91754
Tel: (323) 260-4700 Fax: (323) 260-4705

PARKING STRUCTURE CONCEPTUAL LAYOUT
NORTH WEST CORNER OF FRANKLIN AVE AND MARYLAND ST
NO SCALE
## RESOLUTION NO. ___ EXHIBIT B
### ON-STREET PARKING CONSTRUCTION COST ESTIMATES BY KOA CORPORATION

#### El Segundo Smoky Hollow - On Street Parking Improvement Costs Breakdown by Scenario

**DISTRICT WIDE STRIPED PARKING**

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<thead>
<tr>
<th>SEGMENT</th>
<th>CONSTRUCTION</th>
<th>MAINTENANCE</th>
<th>20 Year Cost</th>
<th>Total Cost</th>
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| COSTS PER SPACE: $12,276.35 | NUMBER OF SPACES: 159 |

**PER ROADWAY - STRIPED PARKING WITH STREET IMPROVEMENTS**

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| COSTS PER SPACE: $12,276.35 | NUMBER OF SPACES: 159 |

**PER ROADWAY - STRIPED PARKING ONLY**

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| COSTS PER SPACE: $17,642.64 | NUMBER OF SPACES: 159 |

**Adjusted Cost: Based on Actual Segments**

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<th>Segment</th>
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J:\JSog\Smoky Hollow\PlayCosts Study\Docs\JSog PerSpace Costs v2\Main