AGENDA
EL SEGUNDO CITY COUNCIL
COUNCIL CHAMBERS - 350 Main Street

The City Council, with certain statutory exceptions, can only take action upon properly posted and listed agenda items. Any writings or documents given to a majority of the City Council regarding any matter on this agenda that the City received after issuing the agenda packet are available for public inspection in the City Clerk’s office during normal business hours. Such Documents may also be posted on the City’s website at www.elsegundo.org and additional copies will be available at the City Council meeting.

Unless otherwise noted in the Agenda, the Public can only comment on City-related business that is within the jurisdiction of the City Council 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 City Council, please come to the podium and state: Your name and residence and the organization you represent, if desired. Please respect the time limits.

Members of the Public may place items on the Agenda by submitting a Written Request to the City Clerk or City Manager’s Office at least six days prior to the City Council Meeting (by 2:00 p.m. the prior Tuesday). The request must include a brief general description of the business to be transacted or discussed at the meeting. Playing of video tapes or use of visual aids may be permitted during meetings if they are submitted to the City Clerk two (2) working days prior to the meeting and they do not exceed five (5) minutes in length.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact City Clerk, 524-2305. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

MEETING OF THE EL SEGUNDO CITY COUNCIL
TUESDAY, SEPTEMBER 18, 2018 – 5:00 PM

5:00 P.M. SESSION

CALL TO ORDER

ROLL CALL

PUBLIC COMMUNICATION – (Related to City Business Only – 5 minute limit per person, 30 minute limit total) Individuals who have received value of $50 or more to communicate to the City Council on behalf of another, and employees speaking on behalf of their employer, must so identify themselves prior to addressing the City Council. Failure to do so shall be a misdemeanor and punishable by a fine of $250.
SPECIAL ORDER OF BUSINESS:

CLOSED SESSION:

The City Council may move into a closed session pursuant to applicable law, including the Brown Act (Government Code Section §54960, et seq.) for the purposes of conferring with the City’s Real Property Negotiator; and/or conferring with the City Attorney on potential and/or existing litigation; and/or discussing matters covered under Government Code Section §54957 (Personnel); and/or conferring with the City’s Labor Negotiators; as follows:

CONFERENCE WITH LEGAL COUNSEL – existing litigation (Gov’t Code §54956.9(d)(1): -0- matters

CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION

Significant exposure to litigation pursuant to Government Code §54956.9(d)(2): -1- matters.


DISCUSSION OF PERSONNEL MATTERS (Gov’t Code §54957): -2- matters

1. Public Employee Performance Evaluation  
   Title: City Manager

2. Public Employee Performance Evaluation  
   Title: City Attorney

APPOINTMENT OF PUBLIC EMPLOYEE (Gov’t. Code § 54957): -0- matter

PUBLIC EMPLOYMENT (Gov’t Code § 54957) -0- matter

CONFERENCE WITH REAL PROPERTY NEGOTIATOR (Gov’t Code §54956.8): -0- matters
CONFERENCE WITH CITY'S LABOR NEGOTIATOR (Gov't Code §54957.6): -8- matters

1. **Employee Organizations**: Police Management Association; Police Officers Association; Police Support Services Employees Association; Fire Fighters Association; Supervisory, Professional Employees Association; City Employee Association; and Executive and Management/Confidential Employees (unrepresented groups).

Agency Designated Representative: Irma Moisa Rodriguez, City Manager, Greg Carpenter and Human Resources Director.
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REGULAR MEETING OF THE EL SEGUNDO CITY COUNCIL
TUESDAY, SEPTEMBER 18, 2018 - 7:00 P.M.

7:00 P.M. SESSION

CALL TO ORDER

INVOCATION – Pastor Mark Stepp, Oceanside Christian Fellowship

PLEDGE OF ALLEGIANCE – Mayor Pro Tem Pirsztuk
PRESENTATIONS

a) Presentation – Treasury Department’s Quarterly Investment Portfolio Report.

b) Presentation – Summer Intern, Katherine Kukuske, will present on her completed projects in coordination with the Recreation and Parks and Library Departments

c) Proclamation – Observance of the 2018 “The Fair on Richmond Street” from 9:00am to 5:00pm, Saturday, September 22, 2018 organized by the El Segundo Kiwanis Club

d) Commendation – Little League All Star Teams

ROLL CALL

PUBLIC COMMUNICATIONS – (Related to City Business Only – 5 minute limit per person, 30 minute limit total) Individuals who have received value of $50 or more to communicate to the City Council on behalf of another, and employees speaking on behalf of their employer, must so identify themselves prior to addressing the City Council. Failure to do so shall be a misdemeanor and punishable by a fine of $250. While all comments are welcome, the Brown Act does not allow Council to take action on any item not on the agenda. The Council will respond to comments after Public Communications is closed.

CITY COUNCIL COMMENTS – (Related to Public Communications)

A. PROCEDURAL MOTIONS

Consideration of a motion to read all ordinances and resolutions on the Agenda by title only.

Recommendation – Approval.
B. SPECIAL ORDERS OF BUSINESS (PUBLIC HEARING)

1. This item is continued from the August 21, 2018 City Council Meeting
   Consideration and possible action regarding Environmental Assessment
   No. EA-1011, General Plan Amendment No. GPA 13-01, Zone Change No.
   ZC 13-01, and Zone Text Amendment No. ZTA 13-01 for the Smoky Hollow
   Specific Plan update project. (Applicant: City of El Segundo)
   Address: Smoky Hollow
   Fiscal Impact: None with this action
   Recommendation – 1) Conduct a public hearing; 2) Take testimony and other
   evidence as presented; 3) Adopt a Resolution Certifying an Environmental
   Impact Report (Environmental Assessment No. EA 1011), approving a General
   Plan Amendment (General Plan Amendment No. GPA 13-01), and adopting the
   Smoky Hollow Specific Plan 2018; 4) Introduce an Ordinance amending the
   Zoning Map to reflect the boundary changes of the Smoky Hollow Specific Plan
   (Zone Change No. ZC 13-01) and amending the El Segundo Municipal Code to
   delete and/or revise provisions related to the Smoky Hollow Specific Plan (Zone
   Text Amendment No. ZTA 13-01); 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.

2. This item is continued from the August 21, 2018 City Council Meeting
   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)
   Recommendation – 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.
3. Consideration and possible action regarding the Fiscal Year 2018-2019 Budget (including all City Revenues and Expenditures), Adoption of Resolution approving the 2018-2019 Final Operating and Capital Improvement Budget and the 2018-2019 Appropriations Limit. Copies of the Fiscal Year 2018-2019 Preliminary Budget can be found in the Library, City Clerk’s Office, and on the City’s website. (Fiscal Impact: Total Revenues (including transfers-in) of $119,405,893, Total Expenditures (including transfers-out) of $137,608,498; General Fund Revenues of $74,465,624, Expenditures (including transfers-out) of $79,062,784)

Recommendation – 1) Adopt the Resolution approving the 2018-2019 Final Operating and Capital Improvement Budget and the 2018-2019 Appropriations Limit, as presented (Attachment A); 2) Approve the General Fund Reserve Policy (Attachment B); 3) Approve the Economic Uncertainty Reserve Policy (Attachment C); 4) Direct staff to return with an updated employee classification and salary schedule; and/or, 5) Alternatively, discuss and take other action related to this item.

C. UNFINISHED BUSINESS

D. REPORTS OF COMMITTEES, COMMISSIONS AND BOARDS

E. CONSENT AGENDA

All items listed are to be adopted by one motion without discussion and passed unanimously. If a call for discussion of an item is made, the item(s) will be considered individually under the next heading of business.

4. Warrant Numbers 3022630 through 3022787 and 9000533 through 9000571 on Register No. 23 in the total amount of $590,652.98 and Wire Transfers from 08/27/18 through 09/09/18 in the total amount of $1,201,162.00.

Recommendation – Approve Warrant Demand Register and authorize staff to release. Ratify Payroll and Employee Benefit checks; checks released early due to contracts or agreement; emergency disbursements and/or adjustments; and wire transfers.

5. Special City Council Minutes of August 8, 2018 (Closed Session), Special City Council Minutes of September 4, 2018 (Budget Study Session III).

Recommendation – 1) Approval
6. Consideration and possible action regarding the acceptance of additional grant funding from the United States Department of Homeland Security, Federal Emergency Management Agency, Grants Program Directorate (DHS) under Fiscal Year 2015 Urban Area Security Initiative Grant Program (UASI) in support of the Regional Training Group Intelligence Chief.
(Fiscal Impact: $29,505.00)
Recommendation – 1) Authorize the acceptance of an additional $29,505 in grant funds from the UASI 2015 grant program; 2) Authorize the City Manager to sign an Amendment to the Sub-Recipient Agreement #5000 with the City of Los Angeles, who will serve as the grant administrator for the grant; 3) Authorize the City Manager to sign the Amendment to the Professional Services Agreement, in a form approved by the City Attorney, with Michael T. Little dba Counter Risk, Inc.; 4) Authorize an increase of the blanket purchase order by $29,505 to enable the Fire Department to receive the services provided by Michael T. Little dba Counter Risk, Inc.; 5) Authorize and approve additional appropriation to expense account 124-400-3785-6214; and/or, 6) Alternatively, discuss and take other action related to this item.

7. Consideration and possible action to 1) Grant William J. Bonadiman’s request to withdraw their bid because of clerical error in accordance with Public Contract Code Section 5101, 2) Award a Standard Public Works Contract to Williams Pipeline Contractors, Inc. for Water Main Improvement Project on Cedar Street and Walnut Avenue, Project No. PW18-10; and 3) Award a standard Public Works Professional Services Agreement to Berg & Associates, Inc. for construction inspection services.
(Fiscal Impact: $721,010.00 in FY 2017/18)
Recommendation – 1) Grant William J. Bonadiman’s request to withdraw their bid because of clerical error in accordance with Public Contract Code Section 5101; 2) Authorize the City Manager to execute a standard Public Works Contract, in a form approved by the City Attorney, with Williams Pipeline Contractors, Inc. in the amount of $542,544.00 and approve an additional $81,456.00 for construction-related contingencies; 3) Authorize the City Manager to execute a standard Public Works Professional Services Agreement in a form as approved by the City Attorney with Berg & Associates, Inc. in the amount of $88,510.00 for construction inspection and geotechnical (compaction) oversight and testing, and approve an additional $8,500.00 for related contingencies; and/or, 4) Alternatively, discuss and take other action related to this item.

8. Consideration and possible action to accept as complete the Fire Station 1 Seismic Retrofit Project, Project No. PW 15-23A.
(Fiscal Impact: $179,595.52)
Recommendation – 1) Accept the work as complete; 2) Authorize the City Clerk to file a Notice of Completion in the County Recorder’s office; and/or, 3) Alternatively, discuss and take other action related to this item.
9. Consideration and possible action regarding approval of a contract for consulting services with Ignited, LLC a marketing agency, for the implementation of a marketing and Police Officer recruitment campaign exclusively for the El Segundo Police Department.
(Fiscal Impact: $250,000).
Recommendation – 1) Approve a resolution authorizing the City Manager or his designee to enter into an agreement between the City and Ignited, LLC for marketing consultant services for a two (2) year period; and/or 2) Alternatively, discuss and take other action related to this item.

10. This item is continued from the September 4, 2018 City Council Meeting
Consideration and possible action regarding the second reading and adoption of Ordinance No. 1567 to prohibit gatherings where under age drinking or illegal marijuana use occurs, and adoption of Resolution No. _____ establishing the schedule of fines for administrative citations when there are violations of Ordinance No. 1567.
(Fiscal impact: None)
Recommendation – 1) Waive second reading and adopt Ordinance No. 1567; 2) Adopt Resolution No. _____; and/or 3) Alternatively, discuss and take other possible action related to this item.

11. Consideration and possible action to (1) approve two Facility Use Agreements between the City and El Segundo Unified School District (ESUSD) for El Segundo-Wiseburn Aquatics Center and Urho Saari Swim Stadium and (2) approve a Joint Use Agreement between the City and Wiseburn Unified School District (WUSD) for the use and operations of the new El Segundo-Wiseburn Aquatics Center.
(Fiscal Impact: Aquatics Center - $400,000 contribution by ESUSD for a 10 year use term, estimated $175,000 annual net operation expense to be paid by City, design and construction costs - $1.8 million by City, $6 million by Wiseburn Unified School District plus land costs, $6 million by non-profit South Bay Sports, Health and Recreation; Urho Saari – the lesser of 24% or $1 million contribution by ESUSD towards refurbishment costs with City paying 76%/$3 million, ESUSD receives 10 year use term, City pays for annual operating expenses)
Recommendation – 1) Approve the Facility Use Agreement between the City and El Segundo Unified School District for the use of the new El Segundo-Wiseburn Aquatics Center; and, 2) Approve the Facility Use Agreement between the City and El Segundo Unified School District for the Urho Saari Swim Stadium; and, 3) Approve the Joint Use Agreement between the City and Wiseburn Unified School District for the use and operations of the new El Segundo-Wiseburn Aquatics Center subject to revisions to be approved by the City Attorney; and/or, 4) Alternatively, discuss and take other action related to this item.
12. Consideration and possible action regarding adoption of a resolution authorizing the annual destruction of identified records in accordance with the provisions of Section 34090 of the Government Code of the State of California.  
(Fiscal Impact: Not to exceed $1,200)  
Recommendation – 1) Adopt Resolution authorizing the destruction of certain records; and/or, 2) Alternatively, discuss and take other action related to this item.

13. Consideration and possible action to approve a contract extension through September 30, 2019 and authorize a budget appropriation of $5,000 related to an ongoing contract for professional services with MIG, Inc. for additional traffic analysis as part of the Smoky Hollow Specific Plan Update Project and, authorize the City Manager to execute an amendment to the existing agreement with MIG, Inc.  
(Fiscal impact—$5,000).  
Recommendation – 1) Approve a contract extension through September 30, 2019 and authorize a budget appropriation of $5,000 from the General Plan Maintenance Fund (GPMF) to provide additional traffic analysis related to the Smoky Hollow Specific Plan Update Project; 2) Authorize the City Manager to execute an amendment to the existing agreement with MIG, Inc.; and/or, 3) Alternatively, discuss and take other action related to this item.

F. NEW BUSINESS

14. Consideration and possible action to identify critical negotiating deal points for a lease agreement related to future operations and capital improvements at The Lakes at El Segundo Golf Course and Driving Range and establish a City Council Subcommittee comprised of two Councilmembers to carry out the discussions with the selected bidders' representatives.  
(Fiscal Impact: None)  
Recommendation – 1) Discuss and determine critical deal points to consider during negotiations for future operations and capital improvements at The Lakes Site; and/or, 2) Establish a subcommittee to enter into discussions with selected bidders and appoint two Councilmembers; and/or, 3) Alternatively, discuss and take other action related to this item.

F. REPORTS – CITY MANAGER

G. REPORTS – CITY ATTORNEY
H. REPORTS – CITY CLERK

J. REPORTS – CITY TREASURER

K. REPORTS – CITY COUNCIL MEMBERS

   Council Member Pimentel –

   Council Member Nicol –

   Council Member Brann –

   Mayor Pro Tem Pirsztuk –

   Mayor Boyles –

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MEMORIALS –

CLOSED SESSION

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REPORT OF ACTION TAKEN IN CLOSED SESSION (if required)
ADJOURNMENT

POSTED:

DATE: Sept. 13, 2016

TIME: 4:40 PM

NAME: [Signature]
EL SEGUNDO CITY COUNCIL
AGENDA STATEMENT

AGENDA DESCRIPTION:
Presentation of Investment Portfolio Report
(Fiscal Impact: None)

RECOMMENDED COUNCIL ACTION:
1. Receive and File
2. Alternatively, discuss and take other possible action related to this item.

ATTACHED SUPPORTING DOCUMENTS:
Investment Portfolio Report – June, 2018

FISCAL IMPACT: None

<table>
<thead>
<tr>
<th>Amount Budgeted:</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Additional Appropriation:</td>
<td>N/A</td>
</tr>
<tr>
<td>Account Number(s):</td>
<td>N/A</td>
</tr>
</tbody>
</table>

STRATEGIC PLAN:

<table>
<thead>
<tr>
<th>Goal:</th>
<th>5</th>
<th>Champion Economic Development &amp; Fiscal Sustainability</th>
</tr>
</thead>
<tbody>
<tr>
<td>Objective:</td>
<td>3</td>
<td>The City will maintain a stable, efficient, and transparent financial environment</td>
</tr>
</tbody>
</table>

ORIGINATED BY: Dino Marsocci, Deputy City Treasurer II

REVIEWED BY: Crista Binder, Treasurer

APPROVED BY: Greg Carpenter, City Manager

BACKGROUND AND DISCUSSION:
The Treasury Department presents the June, 2018 Investment Portfolio Report which provides a status of Treasury Investment activities and related economic indicators.

This report will be created and submitted to Council on a quarterly basis. The report will also be posted to the City’s web site under the Treasury Department.
Date: September 18, 2018

From: Office of the City Treasurer

To: El Segundo City Council

RE: Investment Portfolio Report – As of June 30, 2018

Introduction:

This report will serve as a summary for the City of El Segundo’s Treasury Department investment reporting, compliance, investment environment and future plans; as well as subsidiary schedules which will support the Portfolio Summary and provide additional analysis of our investments.

Investment Summary:

The investments as of June 30, 2018 are as follows:

<table>
<thead>
<tr>
<th>Security Type</th>
<th>Cost</th>
<th>Market value</th>
<th>% Yield</th>
<th>Market % of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Government</td>
<td>19,846,037.45</td>
<td>19,623,724.50</td>
<td>1.64%</td>
<td>20.80%</td>
</tr>
<tr>
<td>Municipal Bonds</td>
<td>546,362.50</td>
<td>550,014.00</td>
<td>3.08%</td>
<td>0.58%</td>
</tr>
<tr>
<td>Corp. Bonds</td>
<td>11,023,222.62</td>
<td>10,855,690.43</td>
<td>2.33%</td>
<td>11.51%</td>
</tr>
<tr>
<td>SUPRA's</td>
<td>1,980,113.00</td>
<td>1,961,555.00</td>
<td>2.05%</td>
<td>2.08%</td>
</tr>
<tr>
<td>CD's</td>
<td>14,409,638.95</td>
<td>14,129,081.10</td>
<td>2.03%</td>
<td>14.98%</td>
</tr>
<tr>
<td>Union Bank Trust</td>
<td>47,805,374.52</td>
<td>47,120,065.03</td>
<td>1.92%</td>
<td>49.95%</td>
</tr>
<tr>
<td>Pacific Prem. Bank CBD</td>
<td>5,007,484.86</td>
<td>5,007,484.86</td>
<td>1.82%</td>
<td>5.31%</td>
</tr>
<tr>
<td>LAIF Immediate</td>
<td>23,197,764.82</td>
<td>23,197,764.82</td>
<td>1.85%</td>
<td>24.59%</td>
</tr>
<tr>
<td>LAIF Sr. Housing</td>
<td>1,110,068.90</td>
<td>1,110,068.90</td>
<td>1.85%</td>
<td>1.18%</td>
</tr>
<tr>
<td>LAIF - LAWA</td>
<td>10,436,557.30</td>
<td>10,436,557.30</td>
<td>1.85%</td>
<td>11.06%</td>
</tr>
<tr>
<td>LAIF Subtotal</td>
<td>34,744,391.02</td>
<td>34,744,391.02</td>
<td>1.85%</td>
<td>36.83%</td>
</tr>
<tr>
<td><strong>Total Invested</strong></td>
<td><strong>87,557,250.40</strong></td>
<td><strong>86,871,940.91</strong></td>
<td><strong>1.90%</strong></td>
<td><strong>92.09%</strong></td>
</tr>
<tr>
<td>Trust Acct. Cash</td>
<td>10,447.38</td>
<td>10,447.38</td>
<td>0.00%</td>
<td>0.01%</td>
</tr>
<tr>
<td>Chase Bank - Cash</td>
<td>7,447,133.25</td>
<td>7,447,133.25</td>
<td>0.55%</td>
<td>7.89%</td>
</tr>
<tr>
<td><strong>Total Portfolio</strong></td>
<td><strong>95,014,831.03</strong></td>
<td><strong>94,329,521.54</strong></td>
<td><strong>1.90%</strong></td>
<td><strong>100.00%</strong></td>
</tr>
</tbody>
</table>
The portfolio Breakdown by Short Term (< 1 year) and Long Term is:

<table>
<thead>
<tr>
<th></th>
<th>Short Term</th>
<th>Long Term</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Portfolio Value (Market)</td>
<td>$50,420,981</td>
<td>$36,461,407</td>
<td>$86,882,388</td>
</tr>
<tr>
<td>Effective Yield</td>
<td>1.759%</td>
<td>2.105%</td>
<td>1.904%</td>
</tr>
<tr>
<td>Average Wtd. Maturity</td>
<td>45 Days</td>
<td>2.57 Years</td>
<td>1.15 Years</td>
</tr>
</tbody>
</table>

The interest income received during the period was:

<table>
<thead>
<tr>
<th>Month</th>
<th>Invested Cost</th>
<th>Interest Received</th>
<th>% Yield</th>
</tr>
</thead>
<tbody>
<tr>
<td>April</td>
<td>89,604,146</td>
<td>166,935.40</td>
<td>2.24%</td>
</tr>
<tr>
<td>May</td>
<td>90,701,815</td>
<td>52,324.95</td>
<td>0.69%</td>
</tr>
<tr>
<td>June</td>
<td>87,557,250</td>
<td>100,932.49</td>
<td>1.38%</td>
</tr>
<tr>
<td>Avg/Total</td>
<td>89,287,737</td>
<td>320,192.84</td>
<td>1.43%</td>
</tr>
</tbody>
</table>

* Note: the monthly fluctuation is because interest on most bonds is paid semi-annually, with LAIF paid quarterly, and some investments paid monthly.

**Compliance:**

It is the intention of the City Treasurer’s office to ensure that our investments are in compliance with the maturity time limits and percentage allocation limits with all of our investments. The City is currently in compliance as demonstrated below:

<table>
<thead>
<tr>
<th>Partial List of Allowable Investment Instruments for Local Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Investment Type</strong></td>
</tr>
<tr>
<td>Local Agency Bonds</td>
</tr>
<tr>
<td>U. S Treasury Obligations</td>
</tr>
<tr>
<td>US Agency Obligations</td>
</tr>
<tr>
<td>Negotiable Certificates of Deposit</td>
</tr>
<tr>
<td>Medium Term Notes</td>
</tr>
<tr>
<td>Collateralized Bank Deposits</td>
</tr>
<tr>
<td>Local Agency Investment Fund (LAIF)</td>
</tr>
<tr>
<td>SUPRA Nationals</td>
</tr>
<tr>
<td>Commercial Paper</td>
</tr>
<tr>
<td>Joint Powers Authority Pool</td>
</tr>
<tr>
<td>Investment Type</td>
</tr>
<tr>
<td>-----------------</td>
</tr>
<tr>
<td>Medium Term Notes TOTAL</td>
</tr>
<tr>
<td>Medium Term Notes</td>
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<td>Medium Term Notes</td>
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<td>Medium Term Notes</td>
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<tr>
<td>Medium Term Notes</td>
</tr>
<tr>
<td>Medium Term Notes</td>
</tr>
<tr>
<td>Supranational Obl. TOTAL</td>
</tr>
<tr>
<td>Supranational Obl.</td>
</tr>
<tr>
<td>Supranational Obl.,</td>
</tr>
<tr>
<td>Commercial Paper TOTAL</td>
</tr>
<tr>
<td>Commercial Paper</td>
</tr>
<tr>
<td>CD'S TOTAL</td>
</tr>
</tbody>
</table>

**City of El Segundo - Treasury Department**

**Continuing Education Tracking - As of June 30, 2018**

<table>
<thead>
<tr>
<th>Requirement</th>
<th>YTD Hours</th>
<th>Excess/(Deficit)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Treasurer</td>
<td>5.00</td>
<td>21.90</td>
<td>16.90</td>
</tr>
<tr>
<td>Deputy City Treasurer II</td>
<td>5.00</td>
<td>11.90</td>
<td>6.90</td>
</tr>
</tbody>
</table>

**Investment Environment:**

During the second quarter of 2018, rates up to five years increased slightly, slowly continuing the trend from the prior quarter. As of August 22nd the rates up to five years have increased from where they were at June 30th, most significantly in the 1-2 year range. The FOMC raised the Federal Funds Rate at the June meeting to 1.75-2.00%, and at this time there is a high probability that the Fed may raise rates two more times in 2018. The current expectation is for gradual increases, but this could change depending on the current economic data and the new Federal Reserve Chairperson.

The graphs and charts below show some of the key interest rates on items we invest in. As rates are expected to rise over the next few years, we want to time our investments to take advantage of the increases as they occur.
**Composite Bond Rates** (as of 6/30/18)

<table>
<thead>
<tr>
<th>Maturity</th>
<th>Yield</th>
<th>Yesterday</th>
<th>Last Week</th>
<th>Last Month</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 Month</td>
<td>1.93</td>
<td>1.93</td>
<td>1.93</td>
<td>1.93</td>
</tr>
<tr>
<td>6 Month</td>
<td>2.11</td>
<td>2.11</td>
<td>2.11</td>
<td>2.08</td>
</tr>
<tr>
<td>2 Year</td>
<td>2.52</td>
<td>2.52</td>
<td>2.56</td>
<td>2.40</td>
</tr>
<tr>
<td>3 Year</td>
<td>2.63</td>
<td>2.60</td>
<td>2.65</td>
<td>2.54</td>
</tr>
<tr>
<td>5 Year</td>
<td>2.73</td>
<td>2.73</td>
<td>2.77</td>
<td>2.68</td>
</tr>
</tbody>
</table>


**Cash Flow Analysis:**

The chart below shows the historical cash flow for the last 12 months. We can see that the majority of our funds are received in the second quarter of the fiscal year, January thru March, primarily due to Business License Renewals and the annual Chevron Payment. We also receive Sales and UUT taxes during the first few months of the year as well.

Our investments will be purchased with the liquidity relative to our cash flow needs.
This chart shows the net change in Cash as related to the Cash Flow Analysis above. Some of the larger disbursements occur in the third and fourth quarters of the fiscal year. During Q-3, March to June, we have a significant payment to CalPers for our Other Post-Employment Benefits, and in Q-4, July-September, a payment to ICRMA for our citywide insurance premiums, a large payment to CalPers for the pension Unfunded Accrued Liability, and a large infrastructure payment for roadwork which was completed several years ago. We have added the prior year to highlight the changes that have occurred this year. The first large CalPers payment for the Unfunded Accrued Liability was made in July of 2017 in the amount of $7,019,291, accounting for most of the negative change from the prior year.

![Rolling 12 Month Net Change in Cash](image)

**Additional Economic Indicators:**

**Economic Projections from September Meeting**

The Economic Indicators presented below are key items that the Federal Reserve will look at in deciding whether or not to change interest rates going forward.

The GDP, or Gross Domestic Product, represents the market value of all goods and services produced by the economy during the period measured, including personal consumption, government purchases, private inventories, paid-in construction costs and the foreign trade balance (exports are added, imports are subtracted). This is a key indicator the Federal Reserve will look at when deciding on interest rate changes. The target level for GDP is in the 2.5% to 3.5% range.

The Unemployment Rate shows the percentage of the labor force that is unemployed but seeking work. The target level for Unemployment is around 5.6%.
The PCE Inflation is the Personal Consumption Expenditures rate of inflation. This index is essentially a measure of goods and services targeted toward individuals and consumed by individuals. The long term inflation target is around 2% per year. Core PCE Inflation excludes items such as food and energy due to the nature of their potential price swings.

<table>
<thead>
<tr>
<th>Variable</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>Longer run</th>
</tr>
</thead>
<tbody>
<tr>
<td>Change in real GDP</td>
<td>2.7 - 3.0</td>
<td>2.2 - 2.6</td>
<td>1.8 - 2.0</td>
<td>1.8 - 2.0</td>
</tr>
<tr>
<td>March projection</td>
<td>2.6 - 3.0</td>
<td>2.2 - 2.6</td>
<td>1.8 - 2.1</td>
<td>1.8 - 2.0</td>
</tr>
<tr>
<td>Unemployment rate</td>
<td>3.6 - 3.7</td>
<td>3.4 - 3.5</td>
<td>3.4 - 3.7</td>
<td>4.3 - 4.6</td>
</tr>
<tr>
<td>March projection</td>
<td>3.6 - 3.8</td>
<td>3.4 - 3.7</td>
<td>3.5 - 3.8</td>
<td>4.3 - 4.7</td>
</tr>
<tr>
<td>PCE inflation</td>
<td>2.0 - 2.1</td>
<td>2.0 - 2.2</td>
<td>2.1 - 2.2</td>
<td>2.0</td>
</tr>
<tr>
<td>March projection</td>
<td>1.8 - 2.0</td>
<td>2.0 - 2.2</td>
<td>2.1 - 2.2</td>
<td>2.0</td>
</tr>
<tr>
<td>Core PCE inflation</td>
<td>1.9 - 2.0</td>
<td>2.0 - 2.2</td>
<td>2.1 - 2.2</td>
<td></td>
</tr>
<tr>
<td>March projection</td>
<td>1.8 - 2.0</td>
<td>2.0 - 2.2</td>
<td>2.1 - 2.2</td>
<td></td>
</tr>
</tbody>
</table>

Memo: Projected appropriate policy path

| Federal funds rate        | 2.1 - 2.4| 2.9 - 3.4| 3.1 - 3.6| 2.8 - 3.0  |
| March projection          | 2.1 - 2.4| 2.8 - 3.4| 3.1 - 3.6| 2.8 - 3.0  |

Unemployment

Source: http://data.bls.gov/cpi-bin/surveymost?bgs

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Inflation:

Inflation Rates by Month

Average Inflation Rates by Year

Source: http://www.usinflationcalculator.com/inflation/current-inflation-rates/
Retail Trade & Food Services, ex Auto, US Total
Seasonally Adjusted Sales (Millions of $)


**Investment Strategy:**

It is the City and City Treasurer's policy to invest funds in accordance with the Investment Policy and to meet all legal requirements regarding the safeguarding of funds.

In the past we maintained a higher cash balance at the bank in order to offset our bank fees since our Earnings Credit rate was higher than the LAIF rate. Now that the LAIF interest rate exceeds our Earnings Credit rate we have lowered our bank balance and invested more short term funds in LAIF. We will now pay bank fees but earn more interest income, and will continue to monitor our cash flow needs in order to determine which investments will maximize return while providing the proper level of liquidity.

The Liquidity Schedule provides an overview of when our current investments are due to mature. We will plan our future investments to coordinate with these maturities in order to ensure a liquidity balance to our portfolio. The Investments by Security Type schedule provides an additional breakdown of how our funds are presently allocated.

The Portfolio Summary for the month is included as an attachment to this report.

**Additional Notes:**

The City has funds of $1,110,068.90 which belong to the El Segundo Senior Citizens Housing Fund and is now shown as its own LAIF balance. There are also LAWA RSI (Los Angeles World Airports Residential Sound Insulation) funds of
$10,436,557.30 included in the City’s LAIF balances. The applicable interest for these accounts is posted quarterly in the same manner as the regular City LAIF interest posting.

In June of 2018 the City Council approved Resolution No. 5094 which now allows the City to invest in a Joint Powers Authority Pool with a maximum of 30% of the total portfolio. The City has established an account with the California Asset Management Program – CAMP, and funded the account with a $7,000,000.00 deposit on August 23, 2018.

The City of El Segundo utilizes the following Brokers/Dealers to conduct investment trades:

Cantor Fitzgerald & Co.
CastleOak Securities, L.P.
Higgins Capital Management, Inc.
Multi-Bank Securities, Inc.
Mutual Securities, Inc.
Vining Sparks IBG, L.P.
Wells Fargo Securities, LLC
# City of El Segundo
## Investment Advisory Committee
### Liquidity Schedule
**As of: June 30, 2018**

<table>
<thead>
<tr>
<th>Item</th>
<th>Availability</th>
<th>Par Value</th>
<th>Cumulative Balances</th>
<th>% of Total Assets</th>
<th>% of Total Assets</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Cash in Bank</strong></td>
<td>Immediate</td>
<td>7,447,133.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Union Bank - Trust Account</td>
<td>Immediate</td>
<td>10,447.38</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Cash in Bank - Total</strong></td>
<td></td>
<td>$7,457,580.63</td>
<td>$7,457,580.63</td>
<td>7.84%</td>
<td>7.84%</td>
</tr>
<tr>
<td>L.A.I.F. (State of California)</td>
<td>LAIF Immediate</td>
<td>$23,197,764.82</td>
<td>$30,655,345.45</td>
<td>32.22%</td>
<td>24.38%</td>
</tr>
<tr>
<td>Cash Immediate</td>
<td></td>
<td>$30,655,345.45</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>L.A.I.F. - Senior Housing Fund</strong></td>
<td>LAIF Immediate</td>
<td>1,110,068.90</td>
<td>$31,765,414.35</td>
<td>33.39%</td>
<td>1.17%</td>
</tr>
<tr>
<td>L.A.I.F. - LAWA (Restricted)</td>
<td>LAIF Immediate</td>
<td>10,436,557.30</td>
<td>$42,201,971.65</td>
<td>44.36%</td>
<td>10.97%</td>
</tr>
<tr>
<td>Pacific Premier Bank CBD</td>
<td>5,007,484.86</td>
<td>$47,209,456.51</td>
<td>$47,209,456.51</td>
<td>49.62%</td>
<td>5.26%</td>
</tr>
<tr>
<td><strong>Portfolio Investments:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>&lt; 30 Days</td>
<td>$0.00</td>
<td>$47,209,456.51</td>
<td>$47,209,456.51</td>
<td>49.62%</td>
<td>0.00%</td>
</tr>
<tr>
<td>31 to 90 Days</td>
<td>$2,745,000.00</td>
<td>$49,954,456.51</td>
<td>$49,954,456.51</td>
<td>52.50%</td>
<td>2.69%</td>
</tr>
<tr>
<td>91 to 180 Days</td>
<td>$2,245,000.00</td>
<td>$52,199,456.51</td>
<td>$52,199,456.51</td>
<td>54.86%</td>
<td>2.36%</td>
</tr>
<tr>
<td>181 to 365 Days</td>
<td>$5,725,000.00</td>
<td>$57,924,456.51</td>
<td>$57,924,456.51</td>
<td>60.88%</td>
<td>6.02%</td>
</tr>
<tr>
<td>1 to 2 Years</td>
<td>$13,763,000.00</td>
<td>$71,687,456.51</td>
<td>$71,687,456.51</td>
<td>75.35%</td>
<td>14.47%</td>
</tr>
<tr>
<td>2 to 3 Years</td>
<td>$10,900,000.00</td>
<td>$82,587,456.51</td>
<td>$82,587,456.51</td>
<td>86.80%</td>
<td>11.46%</td>
</tr>
<tr>
<td>3 to 4 Years</td>
<td>$8,940,000.00</td>
<td>$91,527,456.51</td>
<td>$91,527,456.51</td>
<td>96.20%</td>
<td>9.40%</td>
</tr>
<tr>
<td>4 to 5 Years</td>
<td>$3,615,000.00</td>
<td>$95,142,456.51</td>
<td>$95,142,456.51</td>
<td>100.00%</td>
<td>3.80%</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td></td>
<td>64,487,111.06</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td></td>
<td>$95,142,456.51</td>
<td></td>
<td></td>
<td>100.00%</td>
</tr>
</tbody>
</table>

Investment Portfolio subtotal $87,095,323.26

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### Investments by Maturity Date

![Investments by Maturity Date Graph](#)

**Market Value**
City of El Segundo  
Investment Advisory Committee  
Investments by Security Type  
As of: June 30, 2018

<table>
<thead>
<tr>
<th>Item</th>
<th>Availability</th>
<th>Market Value</th>
<th>Cumulative Balances</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Cash in Bank</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chase</td>
<td>Immediate</td>
<td>7,447,133.25</td>
<td></td>
</tr>
<tr>
<td>Union Bank - Trust Account</td>
<td>Immediate</td>
<td>10,447.38</td>
<td></td>
</tr>
<tr>
<td>Cash in Bank - Total</td>
<td></td>
<td>$7,457,580.63</td>
<td>7.91%</td>
</tr>
<tr>
<td>L.A.I.F. (State of California)</td>
<td>LAIF Immediate</td>
<td>$23,197,764.82</td>
<td>32.50%</td>
</tr>
<tr>
<td></td>
<td>Cash Immediate</td>
<td>$30,655,345.45</td>
<td></td>
</tr>
<tr>
<td><strong>Portfolio Investments:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>L.A.I.F. - Senior Housing Fund</td>
<td>LAIF Immediate</td>
<td>1,110,068.90</td>
<td>33.67%</td>
</tr>
<tr>
<td>L.A.I.F. - LAWA (Restricted)</td>
<td>LAIF Immediate</td>
<td>10,436,557.30</td>
<td>44.74%</td>
</tr>
<tr>
<td>Plaza Bank CBD</td>
<td></td>
<td>5,007,484.86</td>
<td>50.05%</td>
</tr>
<tr>
<td><strong>Portfolio Investments:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CD's</td>
<td></td>
<td>14,129,081.10</td>
<td>65.03%</td>
</tr>
<tr>
<td>Gov't Obligations</td>
<td></td>
<td>19,623,724.50</td>
<td>85.83%</td>
</tr>
<tr>
<td>Municipal Bonds</td>
<td></td>
<td>550,014.00</td>
<td>86.41%</td>
</tr>
<tr>
<td>SUPRA's</td>
<td></td>
<td>1,961,555.00</td>
<td>87.91%</td>
</tr>
<tr>
<td>Bonds</td>
<td></td>
<td>10,855,690.43</td>
<td>99.42%</td>
</tr>
<tr>
<td>Subtotal</td>
<td></td>
<td>$63,674,176.09</td>
<td></td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td></td>
<td>$94,329,521.54</td>
<td>100.00%</td>
</tr>
<tr>
<td><strong>Investment Portfolio subtotal</strong></td>
<td></td>
<td>$86,882,388.29</td>
<td></td>
</tr>
</tbody>
</table>

**INVESTMENTS BY SECURITY TYPE**

- **Cash Immediate, $7,457,581**
- **LAIF Immediate, $23,197,765**
- **LAIF - Senior Housing, $1,110,069**
- **LAIF - LAWA, $10,436,557**
- **Plaza Bank CBD, $5,007,485**
- **Bonds, $10,855,690**
- **CD's, $14,129,081**
- **Gov't Obligations, 19,623,724.50**
- **Municipal Bonds, 550,014.00**
- **SUPRA's, 1,961,555.00**
b) Presentation – Summer Intern, Katherine Kakuske, will present on her completed projects in coordination with the Recreation and Parks and Library Departments.
WHEREAS, The Fair on Richmond Street is proudly produced and organized by the El Segundo Kiwanis Club as a fundraiser for local scholarships, school funding and projects for the youth of El Segundo; and

WHEREAS, The Fair on Richmond Street provides El Segundo school student groups, civic clubs, and non-profit organizations an opportunity to promote their associations and to raise funds for their school and community projects through the sale of snacks, arts and crafts and other items; and

WHEREAS, The Fair Richmond Street affords people from other communities the opportunity to discover the hometown atmosphere of downtown El Segundo while experiencing wholesome family entertainment at its finest; and

WHEREAS, The City Council recognizes the merits of The Fair on Richmond Street and commends the El Segundo Kiwanis Club for continuing to carry on this traditional El Segundo event which has become a “Celebration of Community”.

NOW, THEREFORE, the Mayor and Members of the City Council of the City of El Segundo, California, hereby proclaim the observance of the 2018 “THE FAIR ON RICHMOND STREET” from 9:00 a.m. to 5:00 p.m., Saturday, September 22, 2018 and invite the community to give generous support to all the groups, organizations, merchants and volunteers participating in the Fair.

Mayor Drew Boyles
Mayor Pro Tem Carol Pirsztuk
Council Member Dr. Don Brann
Council Member Chris Pimentel
Council Member Scot Nicol
PLACE HOLDER

COMMENDATION

d) Commendation – El Segundo Little League All Star Teams
AGENDA DESCRIPTION:
Consideration and possible action regarding Environmental Assessment No. EA-1011, General Plan Amendment No. GPA 13-01, Zone Change No. ZC 13-01, and Zone Text Amendment No. ZTA 13-01 for the Smoky Hollow Specific Plan update project. (Applicant: City of El Segundo)

Address: Smoky Hollow

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 Certifying an Environmental Impact Report (Environmental Assessment No. EA 1011), approving a General Plan Amendment (General Plan Amendment No. GPA 13-01), and adopting the Smoky Hollow Specific Plan 2018;
4. Introduce an Ordinance amending the Zoning Map to reflect the boundary changes of the Smoky Hollow Specific Plan (Zone Change No. ZC 13-01) and amending the El Segundo Municipal Code to delete and/or revise provisions related to the Smoky Hollow Specific Plan (Zone Text Amendment No. ZTA 13-01);
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. Proposed Ordinance No.
2. Proposed Resolution No.
   a. Final Environmental Impact Report, including technical studies
   b. Mitigation Monitoring and Reporting Program (MMRP)
   c. Findings of Fact and Statement of Overriding Considerations
   d. General Plan Land Use Map Amendments
   e. General Plan Land Use Designation Descriptions
   f. General Plan Land Use Plan Existing Trends Buildout
   g. General Plan Land Use Plan Excerpt
   h. Smoky Hollow Specific Plan 2018
   i. Specific Plan Boundary Changes

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
Objective: The City will implement a comprehensive economic development strategy to ensure the City encourages a vibrant business climate that is accessible, user-friendly and welcoming to all residents and visitors.

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 hearing regarding the Smoky Hollow Specific Plan update project. The City Council continued the item and requested additional information regarding the justification for the 50-foot building height limit and the potential visibility improvements and safety concerns related to the El Segundo Boulevard parking. Further, the City Council directed staff to develop a plan to continue the medium-density residential overlay that covers a portion of the specific plan area.

Building height. As mentioned in staff’s previous report, the proposed height limit in the draft Smoky Hollow Specific Plan is 35 feet, the same as it is under the existing specific plan. The new specific plan allows property owners to exceed the 35-foot height limit in two ways. First, owners may exceed the height limit by up to 10% (3.5 feet) with approval of an Administrative Adjustment. Requests for administrative adjustments are approved by the Planning and Building Safety Director. Second, owners may exceed the height limit by up to 15 feet (up to 50 feet total) with approval of a Community Benefits Plan. Requests for an exception to building height through approval of a community benefits plan are reviewed by the Planning Commission or the City Council, depending on the nature of the request.

Staff believes it is necessary to permit a building height of up to 50 feet with approval of a community benefits plan in certain cases for the following reasons.

1. It is necessary so developments can achieve the .75 and 1.0 FAR permitted in their respective districts and still meet the setback, parking and other required standards in the draft Specific Plan.

2. It will result in community benefits such as additional public parking, additional public park space, and improved streetscape or other public infrastructure. It is important to point out that some of these benefits may not be achievable without the contribution of private property owners through the community benefits plan process. The following is a list of some public benefit examples the City may receive through the proposed community benefits plan process:
   - A developer may reserve and develop a portion of their property for use as a pocket park
   - A developer may develop more parking spaces on their property than required by code and make them available for use by the public.
   - A developer may dedicate a portion of their property for the purpose of widening the public sidewalk.
• A developer may construct sidewalk extensions at street intersections adjacent to their property.
• A developer may construct street improvements, such as improvements Grand Avenue to implement shared cyclist and parking lanes and install wayfinding signage.
• A developer may install decorative paving, pedestrian lighting, or parklets along Franklin Avenue, which is intended to become a more pedestrian and bicycle-friendly street.

3. Exceptions to building height will be reviewed on a case-by-case basis and approved only where necessary and only to the extent needed. Not all requests will result in a 50-foot building height. Therefore, the impact of this exception will be limited only to certain parcels and not district-wide.

4. It is not a significant change from the provisions of the existing Smoky Hollow Specific Plan. The current specific plan permits up to a 50-foot height limit as an incentive for lot consolidation and cohesively designed developments. In this case, as in the draft Specific Plan, the exception and lot consolidation is reviewed and approved by the Planning Commission and City Council.

Street parking on El Segundo Boulevard. The draft Specific Plan proposes additional street parking to address an observed shortage of parking in Smoky Hollow. This includes parking along El Segundo Boulevard. The plan identifies improvements that will provide parallel parking on the north side of the street (westbound) without reducing the number of vehicle travel lanes in either direction. This will result in approximately 74 additional on-street parking spaces. During its public hearing on August 21, 2018, members of the City Council pointed out certain concerns about traffic safety and visibility on El Segundo Boulevard. Specifically, it was noted that vehicles travel substantially faster than the posted limit of 35 miles per hour and that may pose a hazard for people exiting a parked car. Also, City Council members pointed out that the visibility of vehicles wishing to make a left turn onto El Segundo from the side streets is limited due to the existing buildings near street corners and the slope of El Segundo Boulevard. The speed of travel in addition to the poor visibility makes left turns onto El Segundo challenging. The City Council expressed a concern that the parked cars could potentially exacerbate the problem.

Staff believes that the addition of a parking lane on the north side of El Segundo Boulevard will reduce the traffic speeds and also improve visibility for the following reasons:

1. The five-foot buffer lane will be removed. Currently, the westbound travel lanes are 11 feet wide. In addition, there is an extra five-foot buffer lane adjacent to the sidewalk, which encourages vehicles on the right lane to travel above the speed limit. Vehicles tend to speed more when there is a higher margin for error. The removal of the five-foot buffer lane will reduce the margin for error and induce vehicles in the right lane to travel at slower speeds.

2. The addition of a parking lane will further reduce travel speeds on El Segundo Boulevard. The presence of parked cars will induce vehicles in the right travel lane to travel slower. In addition, because of the existence of the parking lane, drivers looking for parking on El Segundo Boulevard will travel slower to have time to stop and pull into available parking.
spaces. The presence of a parking lane will naturally serve to reduce travel speeds on westbound lanes.

3. The proposed parking lane will improve visibility for left turns onto El Segundo Boulevard. Currently, there is a five-foot buffer lane along the north side of El Segundo Boulevard that allows vehicles turning onto it to move past existing buildings and see cross-traffic before turning on El Segundo Boulevard. The proposed parking lane is eight feet wide, which will allow vehicles turning onto El Segundo Boulevard to move further past existing buildings before making their turn.

4. Parking will be prohibited at street corners to improve visibility. It is a standard practice to maintain no-parking zones around street corners to provide adequate visibility for drivers. The proposed parking along El Segundo Boulevard will maintain sufficient red-curb zones at intersections with side streets and alleys to provide drivers adequate visibility. In response to the City Council’s concern about this issue, staff engaged KOA Corporation to design a prototypical intersection layout showing a parking lane and the minimum required red zone based on the travel speeds on El Segundo Boulevard. The KOA intersection layout will be presented as part of staff’s oral presentation.

For the above reasons, the addition of a parking lane on the north side of El Segundo Boulevard will reduce hazards related to vehicle speed and improve visibility at intersections.

Housing Overlay. At the August 21, 2018 hearing, the City Council expressed a desire to maintain housing opportunities north of Grand Avenue and to explore additional opportunities for housing in the rest of the specific plan area. Staff reviewed the current overlay language in the ESMC and concluded that simply not removing that section will cause there to be cross references to other parts of the ESMC that are necessarily being deleted as part of the specific plan adoption. Additionally, the criteria for converting properties to residential are confusing and linked to lot consolidation. Staff proposes to develop a new overlay that will eliminate these problems and restore the property rights granted by the existing overlay. This process will take a few weeks to draft (already started) and should be to the Planning Commission in October or November.
ORDINANCE NO. ___

AN ORDINANCE APPROVING ZONE CHANGE NO. 13-01 AND ZONE TEXT AMENDMENT NO. ZTA 13-01 AMENDING EL SEGUNDO MUNICIPAL CODE PROVISIONS RELATED TO THE COMPREHENSIVE UPDATE OF THE SMOKY HOLLOW SPECIFIC PLAN.

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

SECTION 1: The Council finds and declares as follows:

A. On October 1, 2014, the City initiated an Environmental Assessment No. EA 1011, General Plan Amendment No. GPA 13-01, Zone Change No. ZC 13-01, and Zone Text Amendment No. ZTA 13-01 for the comprehensive update of the Smoky Hollow Specific Plan;

B. 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”);

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

D. On June 28, 2018, 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. 2837 recommending that the City Council approve the proposed Specific Plan;

E. 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

F. 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 18, 2018, hearing including the totality of evidence in the administrative record.

SECTION 2: Factual Findings and Conclusions. The City Council finds as follows:

A. The Smoky Hollow Specific Plan Update (hereinafter, the “Smoky Hollow Specific Plan” or “Specific Plan”) covers approximately 94.3 acres and will replace the existing Smoky Hollow Specific Plan which covers approximately 93.55 acres. The Specific Plan is located in the northwest quadrant of the City, generally bounded by Standard Street to the west, El
Segundo Boulevard to the south, Pacific Coast Highway to the east and Grand Avenue to the north (Exhibit A – Specific Plan Boundary Changes);

B. The project removes a 7.44-acre area north of Grand Avenue from the existing Smoky Hollow Specific Plan and changes its General Plan Land Use designation to Multi-Family Residential (Exhibit B – General Plan Land Use Map Amendments) and its zoning designation to Multi-Family Residential (R-3) (Exhibit C – Zoning Map Amendments);

C. The project incorporates three areas immediately abutting the existing Smoky Hollow Specific Plan, which are approximately 8.19 acres in size, into the Specific Plan, change their General Plan Land Use designations from Parking and Public Facilities to Smoky Hollow Specific Plan (Exhibit B – General Plan Land Use Map Amendments), and zoning designations to Smoky Hollow Specific Plan – Parking (P) and Smoky Hollow Specific Plan – Public Facilities (P-F) (Exhibit C – Zoning Map Amendments);

D. The zone text amendments to the El Segundo Municipal Code (ESMC) change or delete municipal code provisions regarding the existing Smoky Hollow Specific Plan, its zones and overlay districts, and other provisions. These amendments are necessary to ensure that the ESMC is consistent with the General Plan.

E. The zone text amendments are necessary and ensure that the ESMC is consistent with the updated Smoky Hollow Specific Plan.

F. The zone text amendments enable the adoption of the Smoky Hollow Specific Plan Update, and with it, the adoption of new regulations for private properties to:

1. Allow more office uses in the plan area;
2. Increase the permitted floor area ratio (FAR) from .6 currently, to .75 in the west and 1.0 in the east portion of the plan;
3. Replace the existing parking requirements that are based on the type of use with a single parking ratio of 1 space per 400 gross square feet of building area; and
4. Allow deviations from development standards, subject to approval of a community benefits plan.
SECTION 3: General Plan Findings. As required under Government Code Section 65860, the Zone Change and ESMC amendments proposed by the zone text amendment are consistent with the El Segundo General Plan as follows:

A. As set forth in Section 2, the zone change ensures that the zoning map designations of properties affected by the Smoky Hollow Specific Plan Update project are consistent with their General Plan Land Use designations.

B. The zone text amendment is consistent with the goals and policies of the General Plan and will not obstruct their attainment. The zone text amendment eliminates zoning designations that are inconsistent with the amended General Plan and updated Smoky Hollow Specific Plan and will establish new zoning designations that are consistent with the General Plan Land Use designations and the updated Smoky Hollow Specific Plan.

C. The zone text amendment eliminates ESMC regulations regarding permitted uses, development standards, and design guidelines that are inconsistent with the regulations in the updated Smoky Hollow Specific Plan and with the General Plan Land Use Designation description for the updated Smoky Hollow Specific Plan.

D. The zone text amendment eliminates ESMC regulations regarding nonconforming buildings and uses that are inconsistent with the regulations in the updated Smoky Hollow Specific Plan.

E. The ordinance amends the ESMC to add and to delete permissible use categories in the Smoky Hollow Specific Plan area in a manner consistent with the updated Smoky Hollow Specific Plan. These amendments are consistent with the General Plan and the updated Smoky Hollow Specific Plan.

1. The ordinance is consistent with Land Use Element Goal LU4 (Provision of a Stable Tax Base for El Segundo) and Objective LU4-3 in that it provides for new office and research and development uses in Smoky Hollow. The ordinance does so by eliminating an existing cap on the floor area of office uses on individual building sites and eliminating a prohibition on public assembly uses.

2. The ordinance is consistent with Objective LU4-4 to 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, in that it eliminates a prohibition on public assembly uses in the plan area, and public assembly uses can operate synergistically with other permitted uses.
3. The ordinance is consistent with Goal LU5 to attract clean and beneficial industrial uses in that it deletes noxious uses, such as automobile service uses, freight forwarding, and service stations.

4. The ordinance is also consistent with Objective LU5-6 to encourage a mix of office and light industrial uses in industrial areas, because it permits additional office, along with research and development, and light industrial uses in Smoky Hollow.

SECTION 4: Zone Change Findings.

A. Based on the factual findings of this Resolution, the Zone Change is necessary to carry out the proposed project. The General Plan Amendment changes the land use classification of the Specific Plan area to Smoky Hollow Specific Plan and certain properties north of Grand Avenue to Multi-Family Residential as identified in Exhibit B (General Plan Land Use Map Amendments). Therefore, the Zone Change is necessary to maintain consistency with the proposed General Plan land use designations.

B. The purpose of ESMC Title 15 (Zoning Code) and adopted specific plans is to implement the goals, objectives and policies of the El Segundo General Plan. The zone change is necessary to implement the Smoky Hollow Specific Plan and is consistent with the General Plan goals, objectives and policies discussed in Section 3 of this resolution.

C. The Zone Change will not adversely affect surrounding properties, in that the Specific Plan area is anticipated to transition to more office uses, which tend to have less impacts with regard to noise, odors, hazardous materials, and other impacts associated primarily with industrial uses.

D. The Zone Change promotes the public health, safety and general welfare and serves the goals and purposes of the Zoning Code, in that the Zone Change, the Specific Plan vision and standards are consistent with General Plan goals, objectives, and policies as detailed in Section 3. The Specific Plan vision and guiding principles will benefit the surrounding area and community overall by generating new employment and tax revenues; providing new public infrastructure, including additional public parking, publicly available open space, street trees and other streetscape improvements, bicycle improvements; and creating connections to all modes of travel. In addition, the development standards and design guidelines in the Specific Plan serve the public health, safety, and general welfare and provide economic and social advantages resulting from an orderly use of land resources.
SECTION 5: Zone Text Amendment Findings. In accordance with ESMC Chapter 15-26 (Amendments), and based on the findings set forth in Sections 2 and 3, the zone text amendment is consistent with and necessary to carry out the purpose of the ESMC as follows:

A. The zone text amendment is consistent with the purpose of the Zoning Code, 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. The zone text amendment 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 the zone text amendment is to update the vision, permitted uses and development standards in the Smoky Hollow Specific Plan area, which will encourage, facilitate, and expedite the development process and provide economic and social benefits resulting from the orderly planned use of land resources. The zone text amendment will not adversely affect properties surrounding the Smoky Hollow Specific Plan area.

C. The zone text amendment will not adversely affect surrounding properties, in that it will enable the adoption of the Smoky Hollow Specific Plan. One of the Specific Plan goals is to transition to more office uses in the area, which tend to have less impacts with regard to noise, odors, hazardous materials, and other impacts associated primarily with existing industrial uses.

D. The zone text amendment promotes the public health, safety and general welfare and serves the goals and purposes of the Zoning Code, in that it enables the adoption of the Smoky Hollow Specific Plan. The Specific Plan vision and standards are consistent with General Plan goals, objectives, and policies as detailed in Section 3. The Specific Plan vision and guiding principles will benefit the surrounding area and community overall by generating new employment and tax revenues; providing new public infrastructure, including additional public parking, publicly available open space, street trees and other streetscape improvements, bicycle improvements; and creating connections to all modes of travel. In addition, the development standards and design guidelines in the Specific Plan will serve the public health, safety, and general welfare and provide economic and social advantages resulting from an orderly use of land resources.

SECTION 6: Environmental Assessment. Resolution No. ____ certified a Final Environmental Impact Report and adopted a Statement of Overriding Considerations (SOC) for this Project. The Environmental Impact Report was prepared in accordance with CEQA and the CEQA Guidelines. This Ordinance incorporates by reference the environmental findings and analysis set forth in Resolution No. ____.
SECTION 7: ESMC Section 15-3-1 (Designation of Zone Names) is amended to read as follows:

15-3-1: DESIGNATION OF ZONE NAMES:

In order to classify, regulate, restrict and segregate the uses of lands and buildings, to regulate and restrict the height and bulk of buildings, to regulate the area of yards and other open spaces about buildings, and to regulate the density of population, the classes of use zones are by this title established, to be known as follows:

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>R-1</td>
<td>Single-family residential zone</td>
</tr>
<tr>
<td>R-2</td>
<td>Two-family residential zone</td>
</tr>
<tr>
<td>R-3</td>
<td>Multi-family residential zone</td>
</tr>
<tr>
<td>C-RS</td>
<td>Downtown commercial zone</td>
</tr>
<tr>
<td>C-2</td>
<td>Neighborhood commercial zone</td>
</tr>
<tr>
<td>C-3</td>
<td>General commercial zone</td>
</tr>
<tr>
<td>CO</td>
<td>Corporate office zone</td>
</tr>
<tr>
<td>MU-N</td>
<td>Urban mixed use north zone</td>
</tr>
<tr>
<td>MU-S</td>
<td>Urban mixed use south zone</td>
</tr>
<tr>
<td>C-4</td>
<td>Commercial center zone</td>
</tr>
<tr>
<td>M-1</td>
<td>Light industrial zone</td>
</tr>
<tr>
<td>M-2</td>
<td>Heavy industrial zone</td>
</tr>
<tr>
<td>SB</td>
<td>Small-business zone</td>
</tr>
<tr>
<td>MM</td>
<td>Medium-manufacturing zone</td>
</tr>
<tr>
<td>MDR</td>
<td>Medium-density residential zone</td>
</tr>
<tr>
<td>GAC</td>
<td>Grand-avenue-commercial zone</td>
</tr>
<tr>
<td>MMO</td>
<td>Multimedia overlay district</td>
</tr>
<tr>
<td>O-S</td>
<td>Open space zone</td>
</tr>
<tr>
<td>P</td>
<td>Automobile parking zone</td>
</tr>
<tr>
<td>P-F</td>
<td>Public facilities zone</td>
</tr>
</tbody>
</table>
SECTION 8: ESMC Section 15-3-2(A)(1) regarding Specific Plan Zones is amended to read as follows:

1. Smoky Hollow Specific Plan: There are four (4) classes of use zones intended to be used within the boundaries of the Smoky Hollow specific plan. These zones include:

   SB — Small business zone
   SH-W — Smoky Hollow West Zoning District
   MM — Medium manufacturing zone
   SH-E — Smoky Hollow East Zoning District
   MDR — Medium density residential zone
   PF — Public Facility Zoning District
   GAC — Grand Avenue commercial zone
   P — Parking Zoning District

SECTION 9: ESMC Chapter 15-6, Article C (Small Business (SB) Zone) and ESMC Chapter 15-6, Article D (Medium Manufacturing (MM) Zone) are deleted in their entirety.

SECTION 10: ESMC Chapter 15-7, Article A (Medium Density (MDR) Residential Zone) and ESMC Chapter 15-7, Article B (Grand Avenue Commercial (GAC) Zone) are deleted in their entirety and ESMC Chapter 15-7, Article C (Multimedia Overlay (MMO) District) is renumbered as ESMC Chapter 15-7, Article A.

SECTION 11: ESMC Chapter 15-11 (Smoky Hollow Specific Plan) is deleted in its entirety.

SECTION 12: ESMC Section 15-15-5(K) (Tandem Spaces Permitted) is hereby amended to read as follows:

K. Tandem Spaces Permitted: All tandem parking spaces, where allowed, must be clearly outlined on the surface of the parking facility.

TANDEM SPACES PERMITTED

<table>
<thead>
<tr>
<th>Use</th>
<th>Percentage Of Total Required Spaces</th>
<th>Percentage Of Total Required Spaces In Smoky Hollow</th>
<th>Maximum Depth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-family and two-family dwellings</td>
<td>100</td>
<td>n/a</td>
<td>2 spaces^1</td>
</tr>
<tr>
<td>Multiple-family residential</td>
<td>Prohibited^2</td>
<td>Prohibited^3 n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Retail uses and services</td>
<td>Prohibited</td>
<td>30</td>
<td>2 spaces</td>
</tr>
<tr>
<td>Industrial uses</td>
<td>20</td>
<td>85</td>
<td>2 spaces</td>
</tr>
<tr>
<td>-----------------</td>
<td>----</td>
<td>----</td>
<td>---------</td>
</tr>
<tr>
<td>Offices</td>
<td>20</td>
<td>85</td>
<td>2 spaces</td>
</tr>
<tr>
<td>Restaurants</td>
<td>Prohibited</td>
<td>10</td>
<td>2 spaces</td>
</tr>
</tbody>
</table>

Notes:
1. Tandem spaces for single- and two-family dwellings must be assigned to the same unit.
2. Tandem parking is permitted for multiple-family residential developments involving density bonuses, pursuant to Government Code section 65915.
3. Includes manufacturing, warehousing, and research and development uses.

The Director may approve tandem parking and/or administrative adjustments to the tandem parking standards as provided in chapter 24, "Adjustments", of this title, subject to conditions. The conditions may include recording of a covenant agreement, requiring a parking attendant, requiring valet service, and other operational conditions. The Director may also approve tandem parking in excess of the above limits for permitted temporary uses and/or special events.

SECTION 13: ESMC Section 15-21-7 (Smoky Hollow Specific Plan Restrictions) is deleted and Sections 15-21-8 (Restrictions for the Heavy Industrial (M-2) Zone) and 15-21-9 (Nonconforming Signs) are re-numbered as 15-21-7 and 15-21-8 respectively.

SECTION 14: The current Zoning Map is amended to reflect the updated Smoky Hollow Specific Plan boundaries, the zoning district designations within the Specific Plan, and the new zoning designations of properties immediately north of the Specific Plan. The corresponding changes to the Zoning Map are set forth in attached Exhibit C (Zoning Map Amendments), which is incorporated into this Ordinance by reference.

SECTION 15: The City Council adopts and approves the Smoky Hollow Specific Plan 2018 as set forth in attached Exhibit D (Smoky Hollow Specific Plan 2018).

SECTION 16: EXHIBITS. There are three exhibits to this ordinance, each of which is incorporated herein by this reference. They are as follows:

   Exhibit A: Specific Plan Boundary Changes
   Exhibit B: General Plan Land Use Map Amendments
   Exhibit C: Zoning Map Amendments
   Exhibit D: Smoky Hollow Specific Plan 2018

SECTION 17: 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 18: 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 19: 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 20: 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 21: 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.
SECTION 22: This Ordinance shall take effect 30 days after its passage and adoption.

PASSED AND ADOPTED this ___ day of ____________, 2018.

______________________________
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 ____________ 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
ORDINANCE NO. ___ - EXHIBIT A
SPECIFIC PLAN BOUNDARY CHANGES

Exhibit 3-8 Plan Area Boundary
Smoky Hollow Specific Plan
City of El Segundo, California
ORDINANCE NO. ___
EXHIBIT D
SMOKY HOLLOW SPECIFIC PLAN 2018
ACKNOWLEDGMENTS

City Council
Drew Boyles
Mayor
Carol Firsztuk
Mayor Pro Tem
Don Brann
Council Member
Scot Nicol
Council Member
Chris Pimentel
Council Member

Planning Commission
Ryan Baldino
Chairman
Brenda Newman
Vice Chair
Jay Hoeschler
Commissioner
Michelle Keldorf
Commissioner
Carol Wingate
Commissioner

Staff
Greg Carpenter
City Manager
Sam Lee
Planning and Building Safety Director
Gregg McClain
Planning Manager
Paul Samaras
Principal Planner
Tina Gall
Contract Planner
Ken Berkman
Public Works Director
Lifan Xu
City Engineer

Consultant Team
MIG, Inc.
John Kaliski Architects
KOA
Strategic Economics
01 INTRODUCTION + VISION

The Smoky Hollow Specific Plan provides a framework and long-term strategy to guide public and private investment in the Smoky Hollow area.

1.1 OBJECTIVES

Development activity in Smoky Hollow will be stimulated and influenced by a range of tools, including:

- Development standards, design guidelines, and other regulatory tools and metrics
- Public infrastructure improvements
- A comprehensive and strategic set of policy, physical, and programmatic implementation actions

The Specific Plan emphasizes flexibility and creativity to enable new businesses to thrive and supports the long-term health and expansion of the many existing businesses that contribute to El Segundo's success.

The Specific Plan builds on the eclectic nature of Smoky Hollow, sets policy to create a dynamic public realm, and grounds the regulatory framework in economic reality.
1.2 SETTING

1.2.1 Planning Area

Located in the central portion of the City of El Segundo, the Smoky Hollow Specific Plan area extends east to west and is bounded by Indiana Street and Sepulveda Boulevard to the east, downtown El Segundo to the west, the Chevron oil refinery (and El Segundo Boulevard) to the south, and residential neighborhoods to the north. Regional access to Smoky Hollow is provided by Interstate 105 (Glenn Anderson Freeway) Interstate 405 (San Diego Freeway), and California State Route 1 (Sepulveda Boulevard, also known as the Pacific Coast Highway). El Segundo Boulevard and Franklin Avenue run east/west the length of the Specific Plan area (see Figure 1-1: Smoky Hollow District). The Specific Plan area covers 0.18 square miles (120 acres), or just over three percent of the City’s total area of 5.5 square miles (see Figure 1-2: Regional Location). With a mix of lot sizes on small streets, the land use pattern and character of the Smoky Hollow area were largely shaped by the original industrial uses that developed during the mid-20th century to serve the airport, aerospace/defense, and nearby refinery industries.

The east side of Smoky Hollow is characterized by larger block patterns and parcels and medium-scale buildings originally intended for manufacturing, with a typical building footprint of over 10,000 square feet. In comparison, the street grid on the west side has smaller blocks and smaller-scale buildings, with a typical footprint of just over 3,000 square feet.

To the east, Sepulveda Boulevard separates Smoky Hollow from large corporate campuses and multi-story buildings. To the west, Main Street provides downtown amenities within walking distance to the west half of the Smoky Hollow Specific Plan area.

1.2.2 Local History

Smoky Hollow rapidly developed into an industrial district after World War II due to the influence of local aerospace companies such as Northrop Grumman (with a presence in El Segundo dating to 1932) and general demand for manufacturing, distribution, and industrial service uses. The district was largely built out by the early 1960s.

By the late 20th century, the district suffered the loss of large-scale manufacturing uses, as the regional aerospace industry contracted in response to post-Cold War defense cuts.
While the shrinking demand for manufacturing companies created a glut of industrial space, Smoky Hollow retained a sizable base of manufacturing companies. However, by 2000, limited demand for industrial space and the aging building stock resulted in a gradual decline of physical conditions in the district.

The accompanying decline in property values and rents sparked a renaissance driven by demand for creative office and flexible/research and development (flex/R&D) space.

Today, Smoky Hollow is a transitional, predominately light industrial district located between a residential neighborhood to the north and a heavy industrial site—the Chevron Oil Refinery—to the south. Reflecting the transition of Smoky Hollow’s traditional industrial lands, the area is characterized by a pattern of traditional industrial buildings, typically built over 50 years ago, and some newer structures. The mix of old and new is enticing to prospective businesses and visitors to the district. Incubator, creative, and knowledge-based businesses are attracted to these types of building forms and the funky, eclectic nature of Smoky Hollow.

1. The Standard Oil Refinery formed the backdrop to Smoky Hollow in 1949 as Smoky Hollow’s development boom began.

2. General Tile Company was located on Sheldon Street in Smoky Hollow in the 1950s.
Local History and Plan Context

3. By the 1960s, most of Smoky Hollow had been developed.

4. International Rectifier, a Smoky Hollow industry, invented the world's first solar-powered automobile in 1958. The team converted a vintage 1912 Baker electric car to run on photovoltaic energy, using over 10,000 individual solar cells mounted to the car's rooftop.

5. The El Segundo Herald ran this cartoon to encourage readers to pick a name—Smoky Hollow, Sleepy Hollow, or Brickyard West—for the Specific Plan area.
1.3 PLAN CONTEXT

In response to shrinking manufacturing demand, declining investment, and parking issues, the City adopted the first Smoky Hollow Specific Plan in 1986. The intent of the 1986 plan was to: 1) preserve existing uses that conform to the plan, 2) provide opportunities for both small business and medium-sized manufacturing uses, 3) provide a transition from the high-density uses on the east side of Sepulveda Boulevard to the lower-density commercial and residential uses to the west, and 4) resolve issues related to parking, circulation, and development standards.

The 1986 plan did not anticipate the tremendous growth in emerging creative, technology, and new media companies in the greater Los Angeles area. Faced with space, regulatory, and time constraints, many developers opted to modernize existing buildings rather than wait for new, ground-up development. This resulted in the preservation of many original brick industrial buildings juxtaposed against more modern, sleeker, and newer developments.

Smoky Hollow’s transition and interesting character appeals to today’s creative class of companies. With demand for creative office space expected to continue to rise, an updated land use framework is needed to sustain Smoky Hollow’s transformation into a regional hub for creative businesses and new types of manufacturing.

This updated Smoky Hollow Specific Plan sets a regulatory and planning framework that focuses development efforts on revitalizing buildings for incubator industrial and office space. This Specific Plan reflects the goals and objectives of various stakeholders, including businesses and property owners, real estate and development professionals, the Planning Commission, and City Council. The Smoky Hollow Specific Plan includes development regulations, design guidelines, and funding strategies to realize the new vision. The plan deliberately builds upon the traditional uses and structures within the district and introduces the opportunity for intensification and revitalization. The ultimate goal is to facilitate the transformation of the Smoky Hollow district from an aging industrial area to a vigorous incubator district and major economic force in the City.
WHAT IS A SPECIFIC PLAN?

In the State of California, a specific plan is one of the many tools for implementing the goals and policies of a General Plan. Specific plans implement a city or county's general plan through the development of policies, programs, and regulations for a localized area and in greater detail. Specific Plans are put in place to regulate distinct character areas that cannot be regulated through general ordinance or city-wide zoning. It effectively establishes a link between implementing policies of the General Plan and the individual development proposals in a defined area within the city.

GENERAL PLAN CONSISTENCY

The Smoky Hollow Specific Plan has a direct relationship to the City of El Segundo General Plan and provides site-specific, detailed descriptions of regulations, standards, and guidelines for implementing General Plan goals and policies. To achieve this, the Specific Plan must demonstrate that it is consistent with the General Plan, which was last comprehensively updated in 1992. (The Circulation Element was updated in 2004 and the Housing Element in 2014). The General Plan provides a citywide approach to planning for future development. It includes the seven required General Plan elements: Land Use, Circulation, Housing, Open Space (combined with Recreation), Conservation, Noise, and Public Safety, along with an Air Quality Element and Hazardous Materials and Waste Management Element. The General Plan identifies goals, objectives, and policies related to each of the chapters. The land use and development approach for the Smoky Hollow Specific Plan area is compatible with the goals, policies, and general pattern of land uses contained in the General Plan. The authority for preparation and adoption of specific plans is set forth in the California Government Code, Sections 65450 through 65457.
1.4 VISION

The Smoky Hollow Specific Plan sets forth a forward-thinking, practical vision for the future of this eclectic, creative area. The vision and guiding principles are built upon extensive community engagement, including workshops and stakeholder interviews, City policy, and technical analysis of established conditions. In turn, every goal, strategy, and action included in this plan must both relate to and implement this shared vision.
1.5 GUIDING PRINCIPLES

The Vision Framework includes eight guiding principles:

**Promote a Vibrant Smoky Hollow**

The Smoky Hollow District possesses significant potential to become an incubator hub and creative center in El Segundo and throughout the region. The Specific Plan promotes characteristics that attract creative and cutting-edge businesses to the area, and addresses identified constraints to the retention and growth of local businesses.

**Support Infrastructure Improvements**

Inadequate infrastructure may limit the desirability of the area for creative and technology-based businesses. The Specific Plan supports the provision of adequate infrastructure to facilitate telecommunications that will attract and retain employee-intensive businesses.

**Preserve Smoky Hollow’s Mid-Century Industrial Feel**

Its vibrant industrial, commercial, and downtown areas create a distinct character. The Specific Plan preserves and enhances Smoky Hollow’s intimate, small-town character, its history, authenticity, and fine-grained architectural scale.

**Develop Parking Solutions**

Parking in the Smoky Hollow district remains a primary concern for local businesses and nearby residents. The Smoky Hollow Specific Plan identifies parking and mobility solutions that address parking needs, including the maximization of curb-side parking resources, the development of shared parking facilities, and other transportation demand management strategies.
Encourage Land Uses that Support the District’s Vision

The Specific Plan provides for commercial and industrial development that promotes new and existing businesses, sustains economic growth, and incorporates sustainability principles. Further development of uses that are incompatible with the vision is discouraged. Additionally, nearby residential neighborhoods are protected.

Define an Attractive and Distinctive Image for Smoky Hollow

A walkable, cohesive, and enduring built environment provides a foundation for Smoky Hollow to flourish. Enhanced streetscapes, pedestrian-oriented buildings, and intimate outdoor spaces create a sense of place and community. Architecture that respects the established industrial character while incorporating innovative solutions for new and more sustainable development represents a critical piece of the local identity.

Provide Connections Between Destinations for All Modes of Travel

The Smoky Hollow district will become a center for daytime activity, complete with walking and bicycle pathways to Main Street and the Sepulveda Boulevard corridor. The Smoky Hollow Specific Plan prioritizes seamless cycling and pedestrian connections, encouraging greater reliance on alternative transportation options.

Emphasize Flexibility, Creativity, and Innovation

A place as unique as Smoky Hollow draws creative industries, innovative thinking, and advanced technologies. The Specific Plan recognizes this asset and provides flexibility for new solutions and ideas that contribute to the success of Smoky Hollow.
Smoky Hollow with the Chevron refinery in the background
1.6 TRANSFORMATIVE PROJECTS

Transformative projects are intended to embody the creative ideas and further support the Specific Plan’s vision for Smoky Hollow. These projects catalyze future change while addressing some of the key issues and opportunities in Smoky Hollow.

- Undertake a comprehensive approach to parking and mobility. The Specific Plan identifies short- and long-term actions, including using existing rights-of-way to increase the parking supply. In the longer term, the potential formation of a parking district and transportation demand management practices will be critical.

- Establish Franklin Avenue as the functional, aesthetic, and social backbone of the plan area. Implement projects that create a shared social space among drivers, cyclists, and pedestrians, and make the street welcoming and appealing with a focus on landscaping, signs, and street furniture.

- Facilitate development of creative office and flexible/research and development space and intensification of these desirable uses on appropriate sites. Demand is growing for these uses in the area as the regional economy shifts toward increasing shares of professional services firms and creative businesses, which often prefer unique spaces and vibrant, eclectic locations such as Smoky Hollow and El Segundo.

- Leverage the many positive attributes of the area such as the artistic industrial vibe and the relaxed beach community feel. The vision for Smoky Hollow will be communicated most effectively by drawing people to the district by providing interesting destinations.

- Take the next steps in bringing a complete fiber optic network to Smoky Hollow. Providing adequate infrastructure supports the flow and processing of information and maintains the desirability of the area to creative and technology-based businesses.

1.7 THE FUTURE OF SMOKY HOLLOW

The following visualizations illustrate the vision through photo-realistic renderings of key areas in the Specific Plan area. Each visualization shows the baseline 2017 conditions and potential improvements articulated in the Specific Plan. These renderings are illustrative and are intended to be conceptual and not prescriptive.
El Segundo Boulevard (Potential)
Typical North/South Street (Potential)
PRIVATE REALM STRATEGIES
The Smoky Hollow Specific Plan creates a foundation to support the Plan area’s transition into a regional destination for creative and cutting-edge businesses.

2.1 PRIVATE REALM STRATEGIES

The regulatory and design framework established here will guide and focus the transition of Smoky Hollow to a creative, innovative, and dynamic environment.

The private realm includes all privately owned property in Smoky Hollow, which accounts for 78 percent of the total land within the Specific Plan area (approximately 94 acres). The chapter begins with the land use regulations and development standards that guide development. The chapter concludes with design guidelines.

Where a provision in this chapter does not address a specific condition or situation that arises, the provisions set forth in the El Segundo Municipal Code (ESMC) shall apply. In the event of a conflict between these provisions and the provisions of the ESMC, the provisions set forth in the Smoky Hollow Specific Plan shall govern.
2.2 LAND USE REGULATIONS

2.2.1 Land Use Objectives

These land use objectives are broad policy statements intended to guide land use decision-making:

- Encourage commercial and industrial development that promotes new and established businesses and sustains economic growth while also preserving Smoky Hollow's postwar industrial character, history, authenticity, and fine-grained architectural scale.

- Encourage the integration of everyday uses that serve the Smoky Hollow district without unduly competing with the retail activity of Main Street and surrounding districts.

- Limit non-supportive land uses that dilute the area's reputation as a creative and cutting-edge business community.

2.2.2 Zoning Districts

To identify specific areas for certain allowed uses and development standards, the Specific Plan establishes four zoning districts (see Figure 2-1: Zoning Districts).

- The purpose of the Smoky Hollow West (SH-W) zoning district is to encourage a range of small business and incubator industrial uses, including light industrial activities and research, creative office, and technology uses.

- The Smoky Hollow East (SH-E) zoning district provides a transitional land use area between higher-intensity office uses east of Sepulveda Boulevard and the smaller, single-parcel industrial and creative businesses of the western portion of the Smoky Hollow area. The SH-E zoning district accommodates development of incubator industrial, research, and technology uses; medium-sized light industrial and manufacturing; and creative office activities.

- The Public Facilities (PF) zoning district designates property for public uses necessary to support community needs, such as libraries, fire stations, schools, and utilities.

- The Parking (P) zoning district identifies land that is currently used or expected to be used as a parking facility either as surface lots or parking structures.
Parking Zone: Example Imagery
2.2.2 Allowable Uses by Zoning District

Allowed land uses within each zoning district are listed in Table 2-1. Certain uses may be subject to special conditions regarding the location, operation, design, or special permitting requirements. Following an application submittal, the Planning and Building Safety Director (Director) or his or her designee shall make a determination as to whether the proposed use is permitted, conditionally permitted, prohibited, or allowed as a temporary or accessory use to a permitted use. Any use not specifically listed in Table 2-1 shall be interpreted as not allowed in Smoky Hollow.

- A Permitted Use (P) is allowed without discretionary approval and subject to all applicable provisions of this Specific Plan.
- An Administrative Use Permit (AUP) requires discretionary approval authorized by the Director and subject to the requirements outlined in ESMC Chapter 15-22.
- A Conditionally Permitted Use (CUP) requires discretionary approval in the form of a Conditional Use Permit authorized by the Planning Commission and subject to the requirements outlined in ESMC Chapter 15-23.
- An Accessory Use (A) refers to a use that is incidental and subordinate to a primary use of the land or building and located on the same lot with the primary use or building.
- Uses specifically not allowed in a zoning district are indicated by (—).

It is not possible to anticipate every land use that might be proposed and suitable in the future. Primary uses not listed in Table 2-1 unless determined to be substantially similar to a listed use, are not permitted. Where a proposed land use is not listed but is largely similar to one of the listed uses, the process set forth in the ESMC Chapter 15.22 shall apply. Prohibited uses are listed in Section 2.2.3 below. All existing nonconforming uses that are listed as prohibited in this Section shall be subject to the procedures outlined in Section 4.4 (Nonconformities).

2.2.3 Prohibited Uses

The following uses are prohibited, as defined in Appendix A (Glossary):
- Financial Institutions
- Dwelling: Single, Two, and Multiple Family
- Live/Work
- Service Stations
- General Personal/Mini Storage
- Freight Forwarding
- Medical/Dental Office/Clinic
- Data Centers
- Retail Stores (unless accessory to an allowed use)
- Gyms/Fitness Studios
- Vehicle Sales and Services

All existing nonconforming uses listed as prohibited in this Section shall be subject to the procedures outlined in Section 4.4 (Nonconformities).
### Table 2-1: Allowed Land Uses Table

<table>
<thead>
<tr>
<th>LAND USES</th>
<th>SH-W</th>
<th>SH-E</th>
<th>PF</th>
<th>P</th>
<th>Additional Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Industrial</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brewery and Alcohol Production</td>
<td>P</td>
<td>P</td>
<td></td>
<td></td>
<td>Subject to applicable State ABC regulations.</td>
</tr>
<tr>
<td>Industrial, Heavy</td>
<td>CUP</td>
<td>CUP</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Industrial, Light</td>
<td>P</td>
<td>P</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outdoor Storage</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td></td>
<td>Shall be screened from view from public right-of-way and all screening shall be architecturally integrated with the building design. See ESMC Section 15-2-B.</td>
</tr>
<tr>
<td>Personal Storage, Collection</td>
<td>AUP</td>
<td>AUP</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Research and Development</td>
<td>P</td>
<td>P</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Warehousing</td>
<td>P</td>
<td>P</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Office</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Offices</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Commercial/Services</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alcohol Sales—Off-Site and On-Site with Food Service</td>
<td>AUP</td>
<td>AUP</td>
<td></td>
<td></td>
<td>Includes instructional tasting that is accessory to off-site sales.</td>
</tr>
<tr>
<td>Business and Consumer Support Services</td>
<td>P</td>
<td>P</td>
<td></td>
<td>A</td>
<td></td>
</tr>
</tbody>
</table>

Note:

1 In the P zone, a parking structure may include ground floor uses (as an accessory use) that activate the street frontage.
### Table 2-1: Allowed Land Uses Table

<table>
<thead>
<tr>
<th>LAND USES</th>
<th>SH-W</th>
<th>SH-E</th>
<th>PF</th>
<th>P¹</th>
<th>Additional Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Commercial/Services</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial Kitchen</td>
<td>P</td>
<td>P</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Restaurant—Full Service and Fast Food</td>
<td>CUP</td>
<td>CUP</td>
<td></td>
<td>A</td>
<td>Drive-through windows and facilities are prohibited.</td>
</tr>
<tr>
<td>Restaurant—Food To Go and Take-out</td>
<td>P</td>
<td>P</td>
<td></td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Restaurant, Outdoor Dining</td>
<td>P</td>
<td>P</td>
<td></td>
<td>A</td>
<td>Parking for outdoor dining areas is required only for outdoor seats in excess of 12.</td>
</tr>
<tr>
<td>Retail</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>Includes the incidental direct sale to consumers of only those goods produced on-site of another permitted or conditionally permitted use.</td>
</tr>
<tr>
<td>Snack Shop</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Studio/Sound Stages and Support Facilities</td>
<td>P</td>
<td>P</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Veterinary Services with or without boarding</td>
<td>P</td>
<td>P</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wholesaling</td>
<td>P</td>
<td>P</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Note:**

¹ In the P zone, a parking structure may include ground floor uses (as an accessory use) that activate the street frontage.
## Table 2-1: Allowed Land Uses Table

<table>
<thead>
<tr>
<th>LAND USES</th>
<th>SH-W</th>
<th>SH-E</th>
<th>PF</th>
<th>P</th>
<th>Additional Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parking Facility</td>
<td>AUP</td>
<td>AUP</td>
<td>AUP</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>Public Facilities and Assembly</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Facilities</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>Public or Quasi-public Open Space</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>Public Utilities</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>—</td>
<td></td>
</tr>
<tr>
<td>Assembly Halls</td>
<td>CUP</td>
<td>CUP</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Caretaker Unit</td>
<td>A</td>
<td>A</td>
<td></td>
<td></td>
<td>——</td>
</tr>
</tbody>
</table>

Note:

1 In the P zone, a parking structure may include ground floor uses (as an accessory use) that activate the street frontage.

P = Permitted By Right
A = Permitted as an Accessory Use
AUP = Administrative Use Permit
CUP = Conditional Use Permit
— = Not Allowed
2.3 DEVELOPMENT STANDARDS

New structures and alterations to existing structures shall be designed, constructed, and established in compliance with the requirements of this chapter. This chapter outlines development standards for Smoky Hollow-East, Smoky Hollow-West, and the Parking zoning districts. Development standards for the Public Facilities (PF) zoning district shall comply with Chapter 15.10 (Public Facilities Zone) of the El Segundo Municipal Code (ESMC).

2.3.1 Development Standard Objectives

The following objectives are broad policy statements intended to guide development and design decision making.

- Encourage reuse and preservation of existing buildings that contribute positively to the area’s visual and functional character.
- Enhance investment potential through higher-intensity development while respecting the area’s physical form and eclectic, creative character.
- Provide development standards that emphasize flexibility, creativity, and innovation to attract desired uses.
- Create standards and guidelines that differentiate between the smaller scale block-and-lot patterns of the western portion of the district and the larger scale block-and-lot patterns of the eastern portion to conserve opportunities for a variety of business types and maintain the sense of district authenticity.
- Address parking needs while limiting the proliferation of surface lots. Maintain parking regulations that allow for better site design and maximum site utility.
- Identify standards and guidelines for on-site open space and encourage the retention and development of off-site open spaces.
2.3.2 Development Tiers and Community Benefits

The base development standards listed in Table 2-2 represent the minimum project requirements. New development that proposes to exceed the base standard for height, density, or any other development standard beyond the minor deviation threshold allowed by Section 4.5.1 Administrative Adjustment shall in return provide community benefits that enhance Smoky Hollow’s character and experience. However, under no condition shall building height exceed 50 feet.

Proposals to exceed standards shall submit a Community Benefits Plan and be considered through the appropriate review process described in Section 4.5.2: Community Benefits Plan for Tier I and Tier II level projects.

2.3.3 Development Standards Applicable to All Zoning Districts

Projects within the Smoky Hollow Specific Plan shall also comply with the standards in the following sections of ESMC:

- 15-2-3 Exceptions to Building Heights
- 15-2-4 Height restrictions for walls and fences
- 15-2-9 Screening
- 15-2-10 Temporary Buildings
- Chapter 18: Signs.
Table 2-2: Building Intensity and Height Standards by Zoning District

<table>
<thead>
<tr>
<th>Development Standard</th>
<th>Smoky Hollow West</th>
<th>Smoky Hollow East</th>
<th>Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A. FAR Standards</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Allowable Gross Floor Area Ratio (FAR)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Base Standard</td>
<td>0.75</td>
<td>1.0</td>
<td>0.15</td>
</tr>
<tr>
<td>Community Benefits Tier I</td>
<td></td>
<td>1.5</td>
<td>N/A</td>
</tr>
<tr>
<td>Community Benefits Tier II</td>
<td></td>
<td>&gt;1.5</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>B. Height Standards</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Maximum Building Height</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Base Standard</td>
<td></td>
<td>35 ft</td>
<td></td>
</tr>
<tr>
<td>Community Benefits Tier I</td>
<td></td>
<td>50 ft</td>
<td></td>
</tr>
<tr>
<td>Community Benefits Tier II</td>
<td></td>
<td>50 ft</td>
<td></td>
</tr>
<tr>
<td>2. Parapet Height</td>
<td></td>
<td></td>
<td>May exceed maximum building height by 5 ft</td>
</tr>
</tbody>
</table>

Notes:
sf = square feet; ft = feet
1. FAR shall be calculated using gross floor area of structures, as defined in Appendix A.
2. FAR in the P zone is applicable only to non-parking facility uses.
3. See 4.5.2: Community Benefits Plan.
### Table 2-3: General Development Standards by Zoning District

<table>
<thead>
<tr>
<th>Development Standard</th>
<th>Smoky Hollow West</th>
<th>Smoky Hollow East</th>
<th>Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>C. Lot Standards</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Minimum Lot Area</td>
<td>5,600 sf</td>
<td>11,200 sf</td>
<td>5,000 sf</td>
</tr>
<tr>
<td>2. Minimum Lot Frontage</td>
<td>50 ft</td>
<td></td>
<td>N/A</td>
</tr>
<tr>
<td><strong>D. Building Design Standards</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Building Orientation: Franklin Avenue</td>
<td>Lots adjoining Franklin Avenue shall provide a minimum of one primary entry facing Franklin Avenue. Primary entry doors shall be visible and accessible from the public sidewalk.</td>
<td></td>
<td>N/A</td>
</tr>
<tr>
<td>2. Building Transparency: Franklin Avenue Frontages (see Figure 2-2)</td>
<td>For new buildings or new additions fronting Franklin Avenue, a minimum 15% facade transparency shall be provided at the ground level or first 12 feet of height above grade, whichever is less, through the utilization of windows, entries, or similar openings.</td>
<td></td>
<td>N/A</td>
</tr>
<tr>
<td><strong>E. Setback Standards</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Front Yard</td>
<td>No setback required</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Side Yard</td>
<td>No side or rear setback required, unless adjacent to a residential zoning district, in which case the setback along only the property line shared with a residential zoning district shall be 10 feet. Lots separated by streets or other rights-of-way, including alleys, are not considered adjacent.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Rear Yard</td>
<td></td>
<td>Minimum 0 ft, maximum 5 ft</td>
<td></td>
</tr>
<tr>
<td>4. Front and Side Yards Adjoining Franklin Avenue</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5. Adjoining Alley</td>
<td>Minimum 10 ft, as measured from property line</td>
<td></td>
<td>No setback required</td>
</tr>
<tr>
<td>6. All Structures</td>
<td>Comply with corner, driveway, and alley visibility requirements in ESMC Sections 15-2-6 (Corner Clearance) and 15-2-11 (Driveway Visibility).</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
sf = square feet; ft = feet
1. A secured and transparent gate facing a public sidewalk and street that opens to a garden, terrace, plaza, paseo, or similar may be defined as a primary entrance.
Figure 2-2: Building Transparency, Franklin Avenue Frontages

A  Ground level or first 12 feet of height above grade
B  Area of facade
C  Area of transparent opening
D  15% facade transparency sum total C = 15% B
<table>
<thead>
<tr>
<th>Development Standard</th>
<th>Smoky Hollow West</th>
<th>Smoky Hollow East</th>
<th>Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>F. Open Space and Landscaping Standards</td>
<td>Minimum 3% of lot</td>
<td>Minimum 3% of lot. If the lot area exceeds 22,400 sf, a minimum of 10% of the lot.</td>
<td>Minimum 3% of lot</td>
</tr>
<tr>
<td>1. Open Space, General</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Surface Parking Lot Landscaping</td>
<td>On sites larger than 22,400 sf, a minimum of 1 tree shall be provided on site for every 4 at-grade, open-to-the-sky surface parking spaces (see Figure 2-3). Each required tree shall be a minimum 24-inch box tree with a projected growth to a minimum of 25 feet in height and canopy, as documented in the Sunset Western Garden book or similar.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Irrigation</td>
<td>All landscaped areas, including trees at surface parking lots, shall be provided with appropriate permanent watering facilities.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note:
1. Required open space may be provided on building rooftops; however, at least 50% of required open space shall have direct access from the existing ground elevation.
### G. Access, Loading, and Trash Standards

<table>
<thead>
<tr>
<th>Development Standard</th>
<th>Smoky Hollow West</th>
<th>Smoky Hollow East</th>
<th>Parking</th>
</tr>
</thead>
</table>
| **1. Vehicular Access** | a. Lots adjoining an alley are prohibited from providing curb cuts along street frontages.  
b. For lots not adjoining an alley, a maximum of 1 curb cut is allowed for each 150 ft of lot frontage along a public street.  
c. New curb cuts along Franklin Avenue are prohibited.  
d. Curb cuts shall not be more than 25 ft in width except where required by the City to be larger for safety purposes. | | a. New curb cuts along Franklin Avenue are prohibited.  
b. Curb cuts shall not be more than 25 ft in width except where required by the City to be larger for safety purposes. |
| **2. Loading** | a. Not required if gross building area < 50,000 sf.  
b. Required if gross building area ≥ 50,000 sf and/or required for the following uses when the use exceeds 2,500 sf in size: restaurant or other food sales and service.  
c. On-site loading areas shall be at least 18 ft long and 10 ft wide. For lots adjoining an alley, loading areas shall adjoin or have access from the alley. Loading spaces may encroach into any required alley setback. | | Not required. |
| **3. Refuse Collection** | a. Refuse collection service shall be contracted with an approved local service provider. Refuse collection areas shall be screened per ESMC Section 15-2-8 D.  
b. On lots adjoining an alley, refuse collection storage areas shall be oriented to and accessed from the alley. | | |
### Table 2-6: Parking Standards by Zoning District

<table>
<thead>
<tr>
<th>Development Standard</th>
<th>Smoky Hollow West</th>
<th>Smoky Hollow East</th>
<th>Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>H. Private Parking Standards</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. New Construction and Change of Occupancy</td>
<td>2.5 spaces per 1,000 sf gross floor area. Shall be on-site, off-site per covenanted agreement, or addressed through payment of in-lieu fees, per ESMC Section 15-15-6D.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Additions to Buildings</td>
<td>2.5 spaces per 1,000 sf gross floor area (addition only). Shall be on-site, off-site per covenanted agreement, or addressed through payment of in-lieu fees, per ESMC Section 15-15-6D.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Tandem Parking</td>
<td>Tandem spaces shall have a maximum length of 40 feet (parking for 2 vehicles maximum).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Bicycle Parking</td>
<td>Consistent with Section 5.106.4 of the 2016 California Green Building Standards Code: New projects anticipated to generate visitor traffic shall provide one 2-bike capacity rack for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one 2-bike capacity rack. Additions or alterations that add 9 or fewer visitor vehicle parking spaces are excluded. New buildings with 10 or more tenant-occupants or additions or alterations that add 10 or more tenant vehicle parking spaces shall provide secure bicycle parking for 5% of the tenant vehicle parking spaces being added, with a minimum of one secure bicycle parking space. Acceptable parking facilities shall be convenient from the street and shall meet one of the following: a. Covered, lockable enclosures with permanently anchored racks for bicycles; b. Lockable bicycle rooms with permanently anchored racks; or c. Lockable, permanently anchored bicycle lockers.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
1. Parking requirements in the Parking Zoning District apply only to non-parking uses.
2. Bicycle parking standards shall apply to new construction, additions, and alterations, but shall not apply to change of occupancy or use.
2.4 PRIVATE REALM DESIGN GUIDELINES

Smoky Hollow represents a unique World War II-era industrial district. Once home to traditional manufacturing, machining, and aerospace industries, the Smoky Hollow district—with its one- and two-story brick, metal, and stucco exteriors, curved ceilings, high roof lines and light-filled interiors—is attractive to new media, technology, incubator, and creative business endeavors. The repurposing of existing space will inform future development in a manner that retains the district's authenticity and character.

Smoky Hollow generally consists of two subdistricts: Smoky Hollow East and Smoky Hollow West. Smoky Hollow East includes larger, free-standing buildings on spacious parcels. This configuration allows campus-style, business park settings that integrate landscape and communal outdoor space into site design. Conversely, smaller closely-packed structures and lot configurations line the streets of Smoky Hollow West. Tighter blocks create a more intricate, urban, and sidewalk-oriented work district. The Specific Plan’s objective is to preserve the district’s unique characteristics while allowing the emergence of design innovation and creative use of space.

2.4.1 Smoky Hollow Design Objectives

The overarching design goal for the Smoky Hollow Specific Plan is to provide a development framework that maintains the district’s unique setting and character while promoting adaptive design features that integrate well-designed architecture: enhanced, viable public space; and accessible pedestrian and transit linkages.

These design objectives are broad policy statements intended to guide development throughout Smoky Hollow.

- Preserve Smoky Hollow’s existing character through the use of compatible architectural features, materials, and details.
- Insist upon streetscape and landscape amenities that allow for small-scale, informal gathering, both within sites and along public rights-of-way, especially sidewalks, street corners, and along Franklin Avenue.
- Develop more accessible and street-side public open space. Buildings fronting public sidewalks, and specifically buildings fronting Franklin Avenue, shall provide sidewalk-oriented entries and small-scale gathering opportunities.
- Project designs, orientation, and spaces should anticipate and facilitate emerging sidewalk and pedestrian activity, reuse of alleys, and access to all transit modes.
- Encourage active and passive design strategies that conserve natural resources.
WHAT IS THE DIFFERENCE BETWEEN DEVELOPMENT STANDARDS AND DESIGN GUIDELINES?

**Standards**

Development standards are measurable criteria for building elements such as setbacks, building heights, open space requirements, and floor area ratio (FAR). Standards are prescriptive and quantitative and are applied consistently to all properties in each zoning district. Development standards are mandatory, and projects may only be approved if the proposed improvements are consistent with the development standards, unless otherwise allowed by a Variance or Administrative Adjustment.

**Guidelines**

Design guidelines are discretionary and qualitative. They are intended to serve as criteria for reviewing projects during the application and approval process. Design guidelines address elements that cannot easily be measured or quantified, but are important aspects of the design and quality of a building or development. The design guidelines contain recommendations on design aspects that are more open to interpretation, such as texture, materials, style, and overall design character. In certain circumstances, design guidelines are mandatory—these are indicated with clear terminology such as “shall” and “must”.

*When used in conjunction, the development standards and design guidelines will shape future development to achieve the community’s vision of Smoky Hollow as an iconic and innovative employment zone.*
URBAN DESIGN GUIDELINES

HOW TO USE THE SMOKY HOLLOW DESIGN GUIDELINES

This section presents guidelines to assist applicants in developing high-quality building rehabilitation, additions, and new construction projects in Smoky Hollow. Guideline concepts are noted over photographic examples of project types; these concepts are further described in the written design guidelines that follow the photographic examples.

Applicants and their design teams should utilize the following design guidelines to the maximum extent for all construction projects.

The design guidelines are organized into five key themes:

- Enhance Building Character
- Facilitate Gathering
- Provide Landscape
- Encourage Connectivity
- Design for Signage, Wayfinding, and Public Art

Each theme is represented by a color - and individual guidelines by an icon - to visually cross-reference the themes and ideas of the guidelines to the illustrative examples shown on the previous pages.
Figure 2-4: Design for Adaptive Reuse

- Conserve & Retain
- Convey a Sense of Old & New
- Develop Outdoor Gathering Spaces
- Use Fences and Walls as an Extension of the Architecture
- Select Drought-Tolerant and Native Plants
Figure 2-5: Design for Infill Buildings

- Build on the Industrial Character
- Utilize Natural Light
- Design Creative Signs
- Incorporate Different Materials
- Use Fences and Walls as an Extension of the Architecture
- Enhance Parking Surfaces
Figure 2-7: Design for Campus Projects

- Improve Landscape in Parking Area Designs
- Build on the Industrial Character
- Conserve & Retain the Character-Defining Features
- Incorporate Different Materials
- Utilize Natural Light
- Select Drought-Tolerant and Native Plants
Figure 2-8: Design for Street and Sidewalk Frontages

- Enhance Entry Expression
- Design Layered and Lush Landscaping
- Select Drought-Tolerant Plants
- Provide Street Furniture
- Incorporate Small, Medium, and Large Scales
- Provide Ease of Access
SMOKY HOLLOW DESIGN GUIDELINES

Not all of the design guidelines will be applicable to each project, but each project team should be able to explain how the guidelines shaped their project design and work with City staff to incorporate as many of the ideas as possible.

Enhance Building Character

- **Build on the quality industrial character** of architecture currently in Smoky Hollow.
- **Convey a sense of old and new** through conservation of existing materials and details and selection of new building components that complement existing conditions without mimicking an older architectural character.
- **Build upon existing context** through use of similar forms, heights, proportions, building materials, and details observed in the surrounds.
- **Conserve and retain the character-defining features** of an existing building; minimize the removal of older components, materials, and details. Repair such features rather than replace them, to the maximum extent feasible.
- **Encourage additions that complement existing character-defining features** and are differentiated and secondary to the bulk and massing of existing buildings.
- **Incorporate small, medium, and large scales** through design of differentiated massing and a variety of components, proportions, and details.
- **Emphasize design at the pedestrian level** through expressed forms, shapes, masses, materials, and details at first-floor frontages.
- **Specify 360-degree architecture** through extension of the character-defining elements and materials, level of detail, and architectural consistency at all building façades.
Enhance entry expression through use of color, forms, materials, details, orientation to sidewalks, landscaping, and place-making to create a sense of arrival.

Encourage the use of roll-up doors and sliding walls at street frontages to add visual interest at the pedestrian level and enhance indoor-outdoor interactions.

Orient secondary entries to alleys to create a sense of arrival and increase pedestrian presence in alleys.

Incorporate different materials, colors, and textures at a building’s exterior to create visual interest, avoid monotonous or repetitive building frontages.

**Facilitate Gathering**

Form an active street wall through design of building frontages with material and detail interest at or near sidewalks and use of sidewalk-oriented entries.

Provide street corner plazas through setbacks from street corners or through conversion of front yard surface parking.

Develop outdoor gathering spaces at entries, along sidewalks, at patios, and on rooftops to invite activity.

Provide alley-facing gathering spaces through setbacks and modulations at rear property lines that invite safe use and activity.

Provide ease of access along and across sites through leveling outdoor and indoor height differences, provision of accessible ramps and handrails, removal of obstacles on sidewalks, and minimization of curb cuts.

pedestrian zone from traffic lanes.

Provide street furniture of enduring quality and aesthetic value; examples include benches, information posts, trash cans, etc.

Use exterior lighting to accentuate safety and design elements of public and private outdoor areas and sidewalks.

Provide Wi-Fi hotspots to attract pedestrians and encourage gathering at specified locations.

**Incorporate Landscape and Environmental Design**

Design layered and lush landscaping through selection of plant materials that display a variety of shapes, textures, and colors.

Select drought-tolerant and native plants to reduce irrigation and conserve water.

Utilize planters and pots to provide greenery along sidewalks where street trees are not permitted.
**Private Realm Strategies**

- **Improve landscaping in parking areas** through the use of tree canopies, landscape planters, and design of walls and fences that create visual interest, and reduce the heat island effect.

- **Use fences and walls as an extension of the architecture** and character of the building.

- **Utilize natural light** through use of large window expanses, clearstories, skylights, etc., to enhance working spaces and reduce lighting energy consumption.

**Encourage Connectivity**

- **Install bike facilities** consistent with City building code requirements - such as bike racks, bike storage, bike sharing stations, dedicated shower rooms, and lockers - to encourage biking.

**Design for Signage, Way-Finding, and Public Art**

- **Design signs as an integral component** of the architectural program. Consider channel letter signs, projecting signs, and flag signs. Avoid box signs with plastic covers.

- **Incorporate way-finding through integral design** of identity and directional signage and on-site lighting to guide and enhance circulations.

- **Encourage public art**, including murals, street paintings, outdoor installation art, and light-based art installations, to create visual interest along alleys.
03 PUBLIC REALM STRATEGIES

The Smoky Hollow public realm includes publicly owned rights-of-way (streets, pathways, and alleys) and publicly accessible open spaces.

3.1 PUBLIC REALM STRATEGIES

The quality and character of a district's public realm is an integral component of an environment in which people want to live and work. This chapter identifies the transformative strategies applicable to the public realm that will further the vision of a creative and prosperous Smoky Hollow business district.

3.2 MOBILITY AND STREETSCAPE IMPROVEMENTS

The public realm improvement strategies establish street standards and guidelines to ensure long-term provision of sidewalks, landscape amenities, and active transportation infrastructure that encourages walking and biking, that maximizes curb-side parking resources throughout Smoky Hollow. Addressing the lack of adequate sidewalks and basic streetscape facilities is a key Specific Plan...
Zebra Crosswalk

Objective. Figure 3-1 (Mobility and Streetscape Improvements) outlines planned roadway improvements. This mobility plan represents a schematic roadway strategy. Improvements will require additional analysis based on existing conditions prior to implementation.

3.2.1 El Segundo Boulevard

El Segundo Boulevard is classified as a “minor arterial,” running east/west along the south edge of the Specific Plan area, bordering the Chevron Oil Refinery. El Segundo Boulevard links the Smoky Hollow area to downtown El Segundo to the west and the office parks east of Sepulveda Boulevard, and beyond to the Metro Green Line El Segundo stations and I-405 freeway.

Transformative strategies for El Segundo Boulevard aim to increase parking and improve the pedestrian environment. Understanding that change is incremental, the Specific Plan identifies easy-to-implement improvements for the near term as well as longer-term solutions. In the short term, the 60-foot right-of-way will be restriped to accommodate an eight-foot parking lane on the north side of the roadway. This change does not require any widening and maintains the existing four-lane configuration solely by reducing lane widths. This adjustment would yield approximately 100 additional on-street parking spaces. In addition, high visibility-crosswalks will be added along El Segundo Boulevard, marked with traditional continental stripes (sometimes referred to as zebra striping). Contrasting and high-visibility crosswalks indicate pedestrian pathways and have been shown to improve safety behavior of motorists. Complete Streets provide options for modes of travel.
Complete Streets provide options for modes of travel.
The principles of complete streets are an integral part of the Smoky Hollow Specific Plan and work with land use policies that encourage economic development. The following recommendations, categorized by key street section, provide for a transportation network that successfully integrates bicyclists, walkers, and transit users with people in cars, while creating a unique backdrop for businesses to flourish in Smoky Hollow.

The term "COMPLETE STREETS" describes a comprehensive approach to the practice of mobility planning. Complete streets principles recognize that transportation corridors have multiple users with different abilities and mode preferences (driving, biking, walking, and taking transit). Adjacent land uses influence the functionality and character of the street environment. A well-integrated street system considers the complementary relationship between land use, local and regional travel needs, and the greater community context. Complete streets can accommodate expected traffic demand while also providing additional facilities to support travel by other modes and contributing to creation of vibrant public spaces by incorporating distinctive placemaking and programming elements.
Figure 3-2: El Segundo Boulevard Proposed Improvements

- One Way Street
- Tree Planter
- Alley Way Setback (10'-0'')
- Parking Lane
- Crosswalk Improvements
- One Way Street

El Segundo Boulevard - Existing

El Segundo Boulevard - Proposed - Near Term

El Segundo Boulevard - Proposed - Long Term
Tree Planter: Parallel Parking Space

In the longer term, El Segundo Boulevard is envisioned to be reconfigured to remove the four-foot landscape strip on the south side of the roadway; the sidewalk on the north side would be widened to eight feet. A wider sidewalk will improve sidewalk vitality by facilitating a more enjoyable environment for pedestrians through wider walking spaces, an increased buffer between traffic and pedestrians, and improved options for landscaping and amenities. This long-term reconfiguration will also provide new opportunities to build curb extensions, where the sidewalk and curb are extended into the parking lane. Curb extensions serve to calm traffic by visually and physically narrowing the roadway. Curb extensions also provide placemaking opportunities by creating more space for landscaping, benches, and even outdoor dining, providing a place to experience and build the Smoky Hollow identity. Tree planters can also be installed among parallel parking spaces to provide additional shade and placemaking opportunities. Other traffic calming measures will also be considered. See Figure 3-2: El Segundo Boulevard—Proposed Improvements.
3.2.2 Grand Avenue

Grand Avenue is classified as a “minor arterial”, running parallel to El Segundo Boulevard and forming the northern boundary of a portion of the Specific Plan area. Grand Avenue is configured with two 12-foot travel lanes and two 12-foot combination travel/parking lanes, where parking is allowed during off-peak hours.

Through the Specific Plan, Grand Avenue is envisioned to facilitate a more cyclist-friendly environment. Creating enhanced bike access on Grand Avenue will facilitate connections between Smoky Hollow and the El Segundo and Mariposa Metro Green Line Stations located approximately 0.5 and 1.2 miles, respectively, east of the Specific Plan’s eastern boundary. Bike facilities along Grand Avenue will also facilitate access to the 22-mile Marvin Braude Bike Trail, also known as The Strand, located at the western terminus of Grand Avenue, one mile west of the Specific Plan’s western boundary. See Figure 3-3: Regional Transit and Bicycle Facilities.

Transformation strategies include a roadway reconfiguration to modify lane widths on Grand Avenue to provide additional space for bicycles to share the road and narrowing internal travel
Figure 3-4: Grand Avenue-Proposed Improvements

- SHARROW/OFF-PEAK PARKING
- CROSSWALK IMPROVEMENTS
- ONE WAY STREET

Grand Avenue - Existing

Grand Avenue - Proposed
Sharrow

Lanes to encourage drivers to remain within the speed limit. There is a strong correlation between lane width and speed (narrower lanes encourage lower vehicle speeds), although it varies based on factors such as time of day, amount of traffic, and even the character of adjacent land uses. Interior lane widths on Grand Avenue should not exceed 11 feet to avoid unintended speeding. As the interior lane widths are narrowed, the peak travel/off-peak parking lane width is increased to a 13-foot shared lane, allowing additional space for bicycles in that lane. See Figure 3-4: Grand Avenue—Proposed Improvements.

The shared lanes will have identifying markings called “sharrows” to indicate a shared lane environment for bicycles and automobiles. Among other benefits, sharrows reinforce the legitimacy of bicycle traffic on the street and recommend proper bicyclist positioning to avoid open doors of parked cars.
Figure 3-5: Franklin Avenue Near Term - Proposed Improvements
Artistic Crosswalks

3.2.3 Franklin Avenue

Franklin Avenue, a two-lane street parallel to Grand Avenue and El Segundo Boulevard, functions as the district’s spine. Franklin Avenue runs the length of the plan area and provides easy access to the north/south streets and alleyways. For approximately half of the district (between Center and Illinois Streets), Franklin Avenue is a 50-foot right-of-way, configured with two travel lanes and two parking lanes. Between Main Street and Center Street, Franklin Avenue is a 40-foot right-of-way, with two travel lanes and one parking lane.

The transformative strategy for Franklin Avenue encourages land uses, activities, and pedestrian-oriented design standards that facilitate a shared sense of space. In the near term, this can be accomplished affordably by restriping the existing roadway and painting creative crosswalks and paintings within the roadway. In addition, parklets on Franklin Avenue will allow for outdoor conference rooms and casual meeting places. Parklets are described in more detail in Section 3.4 (Pedestrian and Open Space Enhancements).

Creative crosswalks incorporate art within standard crosswalk markings. Special crosswalk improvements can showcase local history and character, serve as an identifying feature of the district, and further the Specific Plan’s aim to support a vibrant pedestrian environment. Additional street paintings, such as painted intersection emblems, also enhance the district’s public realm. See Figure 3-5: Franklin Avenue Near-Term Proposed Improvements.
In the long term, Franklin Avenue is envisioned as a creative space that merges the boundary between sidewalk and street to provide a common public space shared by pedestrians, cyclists, and low-speed vehicles. Such streets, called “wooners” (pronounced /ˈvoʊnər/), or living streets, are pedestrian-oriented travel ways. The long-term concept for Franklin Avenue includes two multi-modal lanes shared by automobiles and cyclists, parking lanes that integrate stormwater planters and street trees, and two six-foot curbless sidewalks. Transforming Franklin Avenue into a pedestrian and bike-friendly woonerf will facilitate connections between Smoky Hollow and Main Street to the west and destinations east of Sepulveda Boulevard. In addition, Franklin Avenue will provide an enjoyable pathway toward the El Segundo and Mariposa Metro Green Line Stations located less than one mile east of the Specific Plan’s eastern boundary and to the Marvin Braude Bike Trail located one mile west.

A reconfigured Franklin Avenue will be designed to allow drivers, cyclists, and pedestrians to share the same space, making the street welcoming and appealing. Once reconfigured, Franklin Avenue will function as a social space and will not be limited to just vehicular mobility. Franklin Avenue enhancements will include the addition of tree planters among the parking rows, enhanced street paving, and improved crosswalks and pedestrian lighting. The woonerf concept is a long-term goal that will likely be achieved through incremental changes, such as the gradual replacement of key parking spaces with trees or other sidewalk amenities such as street furniture or bicycle racks. Enhanced paving and full build out of the woonerf concept may occur on a block-by-block basis; the priority location for the woonerf is the western edge of Franklin Avenue, near Main Street (see Figure 3-6: Franklin Avenue Long Term/Incremental Proposed Improvements-Woonerf).
3.2.4 North/South Streets

Thirteen side streets run perpendicular to the three east/west streets in the Specific Plan area. The majority of businesses have their primary entrances on one of these north/south streets. Most of the north/south streets are 50-foot rights-of-way, developed with one travel lane and one parking lane in each direction and five-foot sidewalks on both sides of the street. Three streets (Standard Street, Eucalyptus Drive, and Center Street) have 60-foot rights-of-way thus the sidewalks on these streets are primarily 10 feet wide. The key transformative strategy for north/south streets in Smoky Hollow is a reconfiguration of the majority of these streets to one-way directions to increase the supply of on-street parking. Figure 3-1: Mobility and Streetscape Improvements shows a conceptual map of one-way north/south streets in Smoky Hollow. This orientation is optimized based on the potential to increase on-street parking spaces due to street and driveway configurations. As designed, no more than two streets in a row would be oriented in the same direction. Streets will be reconfigured to one 20-foot one-way. Improvements will require additional analysis based on existing conditions prior to implementation to best optimize on-street parking spaces. See Figure 3-7: North/South Streets—Proposed Improvements.

In addition to the expected increase of an estimated 85 parking spaces, designating one-way streets is expected to efficiently move north-south automobile traffic and limit curbside activity conflicts such as service vehicle loading and unloading, which can be less disruptive on a one-way street given proposed lane widths. However, loading is encouraged to occur in alleys wherever feasible.
Figure 3-7: North/South Streets - Proposed Improvements
3.2.5 Alleys

Towards the west of the Smoky Hollow district, narrow alleys running north/south provide access to rear-of-lot parking and servicing of businesses. Alleys were historically designed into cities for trash access, deliveries, electrical, plumbing and mechanical services, emergency vehicles, and parking. As a secondary circulation pattern, many pedestrians, cyclists, and even autos use alleys for shortcuts or back access. Alleys not only provide important space for services but also an opportunity to recapture underutilized public space for outdoor activity. Additional temporary uses for alleys such as event space, retail, cafes or art venues can enhance the public/pedestrian environments in Smoky Hollow. While most alleys in Smoky Hollow will continue to serve a primary function of access to properties for parking, trash, and loading as needed, flexibility in development standards facilitates the use of loadings spaces located off of alleys for alternative temporary uses such as picnic areas, removable landscape amenities, public recreation, or art. See Figure 3-8: Alleys—Proposed Improvements.
3.2.6 Bicycle Facilities

Smoky Hollow is an ideal location to provide enhanced opportunities for bicycling. Bike facilities will be expanded along roadways.

- Along Grand Avenue, as outlined in Section 3.2.2 (Grand Avenue) above, the street reconfiguration will create two 13-foot shared lanes for cyclists and automobiles during peak travel times. In off-peak travel times, automobile parking will be permitted in this lane, which will be wide enough to accommodate both parked cars and bicyclists. Bicycle facilities on Grand Avenue will be marked with additional signage and sharrows.

- Re-imagined Franklin Avenue (Section 3.2.3 above) will be designed as a pedestrian and bicycle-friendly street that allows drivers, cyclists, and pedestrians to share the same space, making the street much more welcoming and appealing. Once reconfigured, Franklin Avenue will function as a social space and will facilitate all modes of travel within the enhanced streetscape.

- The planned reconfiguration of north/south roadways provides new opportunities for bicycle parking within street areas at the end of rows, striped for no vehicle parking.

Creative bike racks that function not only as attractive and functional street furniture but also as public art will enhance streetscapes, encourage the use of bicycles in Smoky Hollow, and contribute to the area's eclectic character.

3.2.7 Transit

The Specific Plan area is served by the Los Angeles County Metropolitan Transportation Authority (Metro), City of El Segundo, City of Redondo Beach, and Los Angeles Department of Transportation (LADOT) for bus transit. Public transportation in Smoky Hollow area consists of fixed route bus service and dial-a-ride service, most of which is located at the plan area's periphery along Grand Avenue to the north, Main Street to the west, and Sepulveda Boulevard to the east. The City of El Segundo provides lunchtime shuttle services between corporate offices east of Sepulveda Boulevard and the downtown Main Street area, just west of the Specific Plan area.

The Metro Green Line, a 20-mile light rail line running between the cities of Redondo Beach and Norwalk, has two nearby stops: the El Segundo and the Mariposa Metro Green Line Stations located approximately 0.5 and 1.2 miles, respectively, east of the Specific Plan.

See Figure 3-3: Regional Transit and Bicycle Facilities. The area will also be served by the Metro Crenshaw/LAX Line when it is completed in 2019. The Aviation/LAX rail station for the Green and Crenshaw/LAX lines is located just over two miles from the Plan area at Aviation Boulevard just south of I-105.

Improved transit options and clear connections to transit services, stops, and stations result in reduced traffic and parking demand. In Smoky Hollow, safe, attractive, walkable environments for workers and visitors encourage pedestrians and the use of bicycles. In addition, the City’s lunchtime shuttle presents an opportunity to enhance connections between business districts and transit stations. A key implementation strategy will be to explore appropriation of the lunch shuttle during peak travel times to provide connections to Smoky Hollow from the Nash Metro Green Line Station.
3.3 PARKING MANAGEMENT STRATEGIES

Limited and inefficient parking has historically been identified as one of the district’s biggest liabilities. The original Smoky Hollow Specific Plan attempted to balance the need for more effective parking with the desire by area business owners to maintain tighter parking regulations that allowed for better site design and maximum site utility. While demand for business space in Smoky Hollow has increased significantly since adoption of the original Specific Plan, the area has not been able to absorb the increased parking demand. This is largely due to two factors. First, in Smoky Hollow the existing on-street parking is free, with no time limits. As a result, this common good has been occupied as an extension of private properties for parking vehicles that are being serviced by local automobile repair businesses and overnight large vehicles such as RVs. Second, new businesses in Smoky Hollow that have been replacing industrial operations are more employee-intensive and thus have somewhat different parking and infrastructure demands.

At the same time, many property owners have cited the high cost associated with providing more on-site parking—together with physical site limitations—as reasons to defer expansions, renovations, rehabilitation, and changes of use. In addition, standard strategies to address parking needs are slated for a significant shift as autonomous vehicles, ride-share, and transit decrease demand for parking.

3.3.1 Short-Term Parking Strategies

3.3.1.1 ON-SITE PARKING DEVELOPMENT STANDARDS
Recognizing these constraints and long-term trends, the Specific Plan establishes parking regulations that are tied to building area, not use, to allow for flexibility and change over time (see Section 2.3.1.H: Private Parking Standards). The City has also completed analysis towards a parking in-lieu fee for Smoky Hollow, which provides flexibility for developers and funding to increase parking in the district. In addition, strategies to address existing parking deficiencies are discussed below.

3.3.1.2 OPTIMIZE CURBSIDE PARKING
In the short term, existing rights-of-way will be restriped to significantly increase parking supply, resulting in an estimated increase of 185 parking spaces (see also Section 3.2.1: El Segundo Boulevard and Section 3.2.4: North/South Streets).

Implementing one-way traffic patterns on north/south streets, coupled with 60-degree angled parking configurations on one side of the street, is estimated to add 85 additional parking spaces.

Restriping El Segundo Boulevard to provide on-street parking along the north curb of the roadway between Standard Street on the west and Kansas Street on the east would add an estimated 101 parking spaces. Reconfiguration was not considered for areas outside of the specified extents to limit intersection capacity impacts at intersections to the west (Main Street) and east (Sepulveda Boulevard).

3.3.1.3 OVERNIGHT CURBSIDE PARKING
Overnight parking in Smoky Hollow will be prohibited between 2:00 and 6:00 A.M.
Curbside parking for recreational and oversized vehicles (including trailers) will be limited per the El Segundo Municipal Code (Title 8, Article G).

3.3.2 LONG-TERM PARKING STRATEGIES
Long-term parking strategies seek to increase the supply of parking with a fiscally sustainable approach that may include a parking district and development of parking structures as private ventures or public/private partnerships.
Parking Structure

The City will support development of shared/public parking structures for use by workers and visitors in the district. While two potential locations have been identified, centrally located at the northeast and northwest corners of the Maryland Street/Franklin Avenue intersection (see Figure 3.1: Zoning Districts), the provision of parking structures would also be considered in other parts of the Specific Plan area. The provision of structures that can be shared (i.e., parking for commuters during the day, and visitors/patrons in the evening and weekends) can maximize the use of the parking structure, reduces the amount of parking to be built, and financially supports the facilities’ capital and operating expenses.

In the long term, the City will also explore establishment of a business parking permit district or parking management program to ensure fairness and continuity of access for the managed curbside parking. The business parking permit district may distribute parking passes to local businesses and reserve certain on street spaces for visitors only. The business parking district will manage on-street parking in the district, with associated fees, rights, and penalties.
Figure 3-9: Tree/Stormwater Planter Design and Plant Palette

<table>
<thead>
<tr>
<th>STORMWATER PLANTER PLANT PALETTE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Trees</strong></td>
</tr>
<tr>
<td>Tristaniopsis conferta</td>
</tr>
<tr>
<td>Lagerstroemia indica</td>
</tr>
<tr>
<td>Pistacia chinensis</td>
</tr>
<tr>
<td><strong>Plants</strong></td>
</tr>
<tr>
<td>Agave attenuata</td>
</tr>
<tr>
<td>Carex praegracilis</td>
</tr>
<tr>
<td>Helictotrichon sempervirens</td>
</tr>
<tr>
<td>Juncus patens 'Silk Blue'</td>
</tr>
<tr>
<td>Phormium 'Dusky Chief'</td>
</tr>
</tbody>
</table>

**Diagram:**
- **Existing Building:**
  - **Gutter Grate:**
  - **Stormwater Plantings**
- **Approved Stormwater Street Tree:**
- **Stormwater Planter:**
  - **Existing Sidewalk:**
  - **Parking Lane:**
- **Trees:**
  - Lagerstroemia indica: Crepe Myrtle
  - Pistacia chinensis: Chinese Pistache
  - Tristaniopsis conferta: Brisbane Box
- **Plants:**
  - Agave attenuata: Foxtail
  - Carex praegracilis: Field Sedge
  - Helictotrichon sempervirens: Blue Oat Grass
  - Juncus patens 'Silk Blue': California Grey Rush
  - Phormium 'Dusky Chief': New Zealand Flax
3.4 PEDESTRIAN AND OPEN SPACE ENHANCEMENTS

The Smoky Hollow Specific Plan identifies strategies to expand existing found spaces for outdoor engagement, conversations, and vitality. Several open space strategies have been identified for Smoky Hollow.

- **Preserve existing open space**: The City will work with private property owners to preserve Smoky Hollow’s existing open space resources and identify ways to incorporate open space and greenspace into streetscapes and as part of new private development. The northeast corner lot at Franklin Avenue and Maryland Street is the only open space in Smoky Hollow and is regularly used for picnicking and active recreation. However, this lot is privately owned and may be developed in the future. Maintaining and expanding open space resources in Smoky Hollow is a priority.

- **Create new open space**: For larger, campus-like developments, Specific Plan development standards require adequate provision of on-site open space (see Section 2.3.1.F: Open Space and Landscaping Standards).

- **Create a “Living Street”**: Along Franklin Avenue, the creation of a woonerf, or living street concept, will include multi-modal lanes and parking lanes that integrate tree planters, parklets, and curbless sidewalks (see Section 3.2.3: Franklin Avenue).

- **Plant Street Trees**: On key streets in Smoky Hollow, new tree planters will provide shade and visual enhancement to the area’s environment. Planters are identified for the north side of El Segundo Boulevard, key locations on Franklin Avenue, and north/south streets between parking spaces. Planters can be strategically located among striped parking spaces or at the end of a parking row in areas generally striped as “no parking”. Curb extensions can also accommodate tree planters. A key design consideration for tree planters in Smoky Hollow is to offset the planter from the sidewalk to avoid impacting the storm drainage system. The tree planters will also provide opportunities for additional stormwater filtration. Appropriate tree species selection and location and design of the planting site ensure the healthy growth and longevity of trees, and will enhance the Smoky Hollow streetscape character. See Figure 3-9: Tree/Stormwater Planter Design and Plant Pallet.
**DESIGN GUIDELINES**

Design for public rights-of-way, pedestrian amenities, and parklets should consider and utilize the following design concepts.

- Provide street furniture of enduring quality and aesthetic value; examples include benches, information posts, trash cans, etc.
- Use enduring, quality paving materials or street painting to realize visual interest and differentiate the defined pedestrian zone from traffic lanes.
- Design layered and lush landscaping through selection of plant materials displaying a variety of shapes, textures, and colors.
- Utilize planters and pots to provide greenery, especially those that are lightweight, modular, movable, and easy to assemble and disassemble in anticipation of temporal events or for emergency use.

- Create landscape buffers through use of flourishing plants and sturdy planters that enhance safety by separating the pedestrian zone from traffic lanes.
- Develop location-specific phone applications that inform about public amenities, assist in wayfinding, and encourage pedestrian interactions with destinations in and around Smoky Hollow.

*Design for public-rights-of-way should also consider the additional design concepts, as noted below.*

- Introduce outdoor food-related retail through allocation of dedicated spaces for food trucks, ice cream cars, food carts, farmer’s market, and tailgating events.
- Install bike facilities such as bike racks, bike storage, and bike sharing stations.

- Utilize curb extensions (bulb-outs) to reduce pedestrian crossing distance and mitigate vehicular traffic.
- Use exterior lighting to accentuate safety and design elements and enhance the safety of public rights-of-way.
- Provide WiFi hotspots to attract pedestrian flows and encourage gathering at specified locations.
- Select drought-tolerant and native plants to reduce irrigation and conserve water.
- Encourage public art including murals, street paintings, outdoor installation art, and light-based art installations to create visual interest.
- Provide mid-block crossings to shorten walking distances, increase the safety of crossings, and enhance interactions between both sides of streets.
Provide Parklets: These small parks, generally located in on-street parking lanes, provide amenities like seating, planting, bicycle parking, and art. Parklets encourage social activity by creating community spaces where people can move out of pedestrian traffic, sit down and have a conversation, or simply people watch on a break from the workday, creating a more exciting pedestrian realm. The design of any individual parklet may vary according to the wishes of the primary partner or applicant. Designs may include seating, greenery, bicycle racks, or other features, but should always strive to become a focal point for the community and a welcoming public gathering place, helping to form a series of small intimate outdoor spaces in Smoky Hollow. The spaces nearest new street trees and left over from parking reconfigurations present an exciting opportunity to create an extension of indoor spaces outside, perhaps even small outdoor conference rooms for local businesses or simply places to enjoy lunch and a nice day.

See Figure 3-10: Design for Public Rights-of-Way image and comprehensive list of design guidelines for streetscapes and parklets in Smoky Hollow.

Enhanced Pedestrian Lighting: Pedestrian-scaled street lighting enhances safety, encourages evening use of outdoor spaces, and contributes to aesthetics. Where feasible, pedestrian-level lights should be introduced, especially near parklets.

3-5 Parklets repurpose small segments of streets into public spaces. These small parks can provide amenities like seating, planting, bicycle parking, and art.
3.5 DISTRICT IDENTITY

The importance of a unique identity for Smoky Hollow is multi-faceted, but primarily relates to bolstering economic advantage for local businesses. By building a reputation for the area based on the Specific Plan’s vision, Smoky Hollow will become more recognized. People will want to connect their business endeavors and relationships with the area.

A successful place-based identity, or brand, is memorable if it reflects a reputation, a sense of place, and qualities distinctive to a particular area. This kind of identity must be built and maintained through City policies and actions, collaborations with the business community, marketing and promotions, and physical improvements.

Throughout this Specific Plan, Smoky Hollow’s identity is expressed in text, graphics, and photo examples. This includes both specific physical improvements to the district’s streetscapes to facilitate placemaking, as well as design guidelines that provide a framework for selecting design textures and placement of features.

3.6 INFRASTRUCTURE IMPROVEMENTS

A cost-efficient and reliable infrastructure network is essential to serve any business community. Most of the existing infrastructure within Smoky Hollow—with the key exception of high-capacity and rapid speed telecommunications—is adequate to serve existing and future businesses, although it is aging and will require periodic upgrade and expansion. The City will focus its efforts on providing an adequate level of service to accommodate existing uses and projected growth. One key focus will be to identify solutions to create more sustainable infrastructure that relies on fewer natural resources.

3.6.1 Water

The City of El Segundo manages and operates the domestic water system that serves the Smoky Hollow district. The City provides both potable and recycled water. The City obtains its potable water from a single source, purchased through the West Basin Municipal Water District (WBMWD), which in turn receives the water through the Metropolitan Water District of Southern California. Water lines exist within every street within the Specific Plan area, and
most water lines are six- and eight-inch lines. Larger water lines (ranging from 10 to 20 inches) run east-west along El Segundo Boulevard and north-south along Standard Street, Lomita Avenue, Illinois Street, and Sepulveda Boulevard. The City does not have any planned projects that will diversify or expand the available water supply. The City has determined that pumping groundwater is not a viable option for diversifying its water supply. Instead, the City anticipates that all potable water will be provided through WBMWD, which provides water of high quality from reliable sources. Due to the slow rising population and demand reduction requirements required by State law, projected water supply needs are expected to decrease from 2015 to 2035.

In addition to distributing potable water, El Segundo is part of WBMWD’s recycled water system. Recycled water is used for industrial applications (primarily the Chevron Refinery) and irrigation. New industrial customers are encouraged to connect to recycled water, thereby relieving any large demand on the City’s potable water supply. The City does not have any plans to expand its recycled water system, but WBMWD’s Capital Implementation Master Plan for Recycled Water Systems identifies expansions to its systems that will help increase reliability of both recycled and potable water service in El Segundo.

Overall, the City’s water system is well positioned to serve existing and future businesses within Smoky Hollow. To maintain adequate water supplies, new and expanded development will be encouraged to maximize efficient use of water resources through conservation, demand reduction, and water recycling. Projects will also be expected to incorporate water conservation best management practices.

3.6.2 Sewer

The City’s Public Works Department, Wastewater Division operates and maintains the local wastewater system. El Segundo’s sewer lines, which are typically eight inches in diameter, are located throughout the Specific Plan area in public street rights-of-way. Force mains, which move wastewater under pressure by using pumps or compressors located in lift stations, are located on Center Street (north of Franklin Avenue), California Street (north of Holly Avenue), Kansas Street (between Grand Avenue and El Segundo Boulevard), and Franklin Avenue (between California and Kansas Streets). A future system capacity analysis conducted in 2014 found that the local system’s
pump stations have ample capacity to handle the estimated existing and future peak wet weather flows. Additional storage capacity and emergency generators were recommended for all pump stations within Smoky Hollow.

The City will support ongoing monitoring and maintenance of local sewer lines. Tracking planned infrastructure improvements and, as feasible, coordinating these with roadway improvements associated with implementation of this Specific Plan will also help minimize costs, street closures, and disturbances associated with construction.

3.6.3 Stormwater Drainage

Stormwater refers to precipitation and irrigation runoff that collects on streets and in gutters, along with any other particles and substances that the runoff carries along with it. Considerable stormwater volumes can be generated during a significant rain storm, potentially resulting in the runoff overwhelming the local collection and conveyance infrastructure. The City of El Segundo and the Los Angeles County Flood Control District provide the majority of drainage infrastructure within the City. The storm drain system is critical, as the Smoky Hollow area is highly developed and largely impervious. The continuous maintenance and improvement of stormwater quality are imperative for the protection of public health, wildlife, and watersheds. Through management and appropriately designed development, water pollution can be dramatically reduced.

 Typically, storm drains are located along roadways and within large developments. Stormwater quality is a significant concern in Southern California, as stormwater runoff is a significant contributor to local and regional
pollution and the largest source of unregulated pollution to the waterway and coastal areas of the United States. Federal, State, and regional regulations require the control of pollutants discharged to the storm drain system on construction sites and areas of new development or significant redevelopment. Low-Impact Development (LID) principles can be applied to manage, reduce, and re-use stormwater runoff. These LID elements provide water quality treatment and delay stormwater runoff while enhancing the urban landscape.

The City will work with developers and property owners in Smoky Hollow to promote, approve, and implement designs that include the integration of LID strategies, including site designs that maximize permeable surface cover and infiltration potential.

3.6.4 Utilities

Smoky Hollow benefits from an extensive utility network for power, gas, and telecommunications services. The area has not suffered from unusual service interruptions, and systems continue to provide energy and information to businesses and residents.

Electrical power is provided by Southern California Edison (SCE). SCE serves over 14 million people and covers an area of approximately 50,000 square miles across 180 cities. Natural gas is provided by the Gas Company (SoCal Gas), which serves 21.4 million customers in more than 500 cities. The area is currently fully served with electricity and natural gas. Periodic upgrades are funded by the service provider.

Stakeholders within the Smoky Hollow district have expressed concern that the area has limited access to high-speed internet services. Media, software, engineering, aerospace, and many emerging business sectors rely heavily on access to the internet. Fiber-optic systems in particular have played a crucial role in enabling broadband and Wi-Fi internet access by making transmission of information much more cost effective than copper wire technology. The current fiber optic network system primarily runs along El Segundo and Sepulveda Boulevards, with very limited access points within the Specific Plan area. El Segundo approved funding for two projects to expand the City-owned fiber optic network and to link all City buildings with its fiber optic network. The City has initiated work to install fiber optic cable crossing Sepulveda Boulevard (I-NetFiber Optic).
04 SPECIFIC PLAN PROCESS + ADMINISTRATION

This chapter describes the authority of a Specific Plan, the project review and approval process, and the administrative procedures required for amendments and/or modifications to the Specific Plan.

Specific Plans serve as an implementation tool for the General Plan and establish the zoning regulations for a unique area. This Specific Plan has been prepared pursuant to Section 65450 et seq, of the California Government Code and addresses general provisions, permitted uses, development and design standards, design guidelines, mobility improvements, and infrastructure. All development proposals within the Specific Plan area are subject to the procedures established herein.

Proposed development plans, tentative tract or parcel maps, and any other development approval must be consistent with the Smoky Hollow Specific Plan. Projects consistent with this Specific Plan will be automatically deemed consistent with the General Plan.
4.1 INTERPRETATIONS

Any ambiguity concerning the content or application of the Specific Plan shall be resolved by the responsible review authority in a manner consistent with the goals, policies, purposes, and intent established in this Specific Plan.

4.2 SEVERABILITY

If any section, subsection, sentence, clause, phase, or portion of this Specific Plan, or any future amendments or additions, is for any reason held to be invalid or unconstitutional by the decision of any court or competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Specific Plan or any future amendments or additions that can be implemented without the invalid provision, and, to this end, the provisions of this Specific Plan are declared to be severable.

4.3 ENVIRONMENTAL REVIEW

A program-level Environmental Impact Report (EIR) was prepared for the Smoky Hollow Specific Plan. A Program EIR may reduce the need for project-specific environmental review in areas that have been analyzed by the EIR, subject to findings that there are no significant changes in conditions and that the project is in compliance with the Specific Plan requirements. Certain projects may require additional specific environmental review as necessary, if they do not conform to the Specific Plan. This could include targeted studies on one or more identified environmental concerns. The City will make these determinations, and environmental review may be incorporated in the development approval process.

4.4 NONCONFORMITIES

Within the zoning districts established by this Specific Plan or amendments that may later be adopted, there exists or will exist lots, structures, and uses of land which were lawful before the adoption or amendment of this Specific Plan, but which no longer comply. The intent of this Section (Nonconformities) is to permit those nonconformities to continue until they are removed, but not to encourage their continuance. Such uses and structures shall not be enlarged upon, expanded, or extended, nor be used as grounds for adding other structures or uses prohibited elsewhere in the same zoning district, except as may be expressly permitted in this Section.
4.4.1 Nonconforming Uses of Land

Uses of land that were lawful before the effective date of adoption or amendment of this Specific Plan, but which no longer comply, may be continued so long as such use remains otherwise lawful, provided:

A. No such nonconforming use may be enlarged or increased, nor extended to occupy a greater area of land than was occupied at the effective date of adoption or amendment of the Specific Plan.

B. If any such nonconforming use is discontinued for any reason for a period of more than 12 consecutive months, any subsequent use must conform to the regulations specified by the Specific Plan for the zoning district in which such land is located. Buildings that are actively available for lease and occupancy or are being remodeled pursuant to a permit or subject to ESMC Section 15-21-3 are not considered vacant for the purposes of this section.

4.4.2 Nonconforming Structures

Where a lawful structure exists at the effective date of adoption or amendment of this Specific Plan that could not be built under the terms of these regulations by reason of restrictions on area, height, setbacks, its location on the lot, or other requirements concerning the structure, such structure may be continued so long as it remains continuously occupied and is otherwise lawful, subject to the following provisions:

A. Nonconforming structures may expand up to the allowable floor area ratio (FAR) permitted by this Specific Plan. The expansion itself must meet all the requirements of the Smoky Hollow Specific Plan, but is not required to compensate for any deficiency or nonconformity in the original structure.

B. Should a nonconforming structure be involuntarily destroyed to any extent, including total destruction, it may be rebuilt to the identical use and original floor area.

C. Should a nonconforming structure be moved for any reason for any distance whatsoever, it must then conform to the regulations for the zoning district in which it is located after it is moved.

4.4.3 Nonconforming Lots

Nonconforming lots shall comply with ESMC Section 15-21-4 (Nonconforming Lots).

4.4.4 Nonconforming Parking

A legally established use of a lot that does not meet the requirements for on-site vehicular parking (either through provision of required on-site parking, off-site parking, or payment of in-lieu fees) established by this Specific Plan is nonconforming with respect to parking and shall be governed by the following regulations:

A. Continuation. Uses that have nonconforming parking or loading may be continued indefinitely except as indicated below.

B. Repair and Remodel of Buildings. Repairs, rehabilitations, and remodeling that do not enlarge or extend the structure, nor change the building occupancy group as defined in the Building Code, are permitted without change to the parking provided.

C. Additions to Buildings. Additions to structures with nonconforming parking are permitted, provided the existing use of the property is conforming and that parking, as required by this Specific Plan, shall be provided for the new addition above whatever parking existed for the original structure.
D. Change of Occupancy. When all or a portion of a building is modified in such a manner, including how it is used, such that the Building Code occupancy group is changed, parking, as required by this Specific Plan, shall be provided for the entire building and all other buildings on the same lot.

4.4.5 Nonconforming Curb Cuts

Existing nonconforming curb cuts along street frontages shall be removed subject to the following provisions:

A. New Buildings. When new buildings are constructed on a lot, any nonconforming curb cuts on the property shall be removed.

B. Additions to Buildings. When additions to structures add 50 percent or more of the gross floor area of existing structures on a lot, all nonconforming curb cuts shall be removed.

4.5 PROJECT REVIEW AND APPROVAL PROCESS

All projects proposed within the Smoky Hollow Specific Plan area shall substantially conform with the provisions of this Specific Plan.

4.5.1 Administrative Adjustments

The Administrative Adjustment review process allows limited exceptions to certain development standards. In addition to the instances allowed by ESMC Section 15-24-1 (Adjustments), a property owner or authorized...
agent of the property owner may file an Administrative Adjustment application whenever any one of the following deviations from the provisions of this Specific Plan is proposed:

A. Condition of Approval. If an Administrative Adjustment process is not already included in an approved conditional use permit or administrative use permit, a minor deviation from a condition of approval.

B. Development Standards. A deviation in any numeric development standard, excluding the number of required parking spaces, density, height, or floor area ratio, not exceeding 10 percent.

C. Curb Cuts for Additions. A deviation from the standard required by Section 4.4.5.B (Additions to Buildings).

Findings and required notice for Administrative Adjustments shall comply with ESMC Chapter 15-24 (Adjustments).

4.5.2 Community Benefits Plan

Community benefits are based on the principle that in exchange for allowing incremental increases in development intensity, the community should, in return, receive certain benefits, including beneficial design features such as publicly accessible open space and other development requirements that serve the community’s core needs. Any project in Smoky Hollow proposing a deviation from development standards beyond the minor deviations allowed by Section 4.5.1 Administrative Adjustment shall submit a Community Benefits Plan for review and approval by the Director. The Community Benefits Plan shall outline the request for flexibility from strict interpretation of the development standards and regulations of this Specific Plan, as well as the proposed public amenities, features, and improvements prioritized in this Specific Plan that would be provided. Examples of potential community benefits include, but are not limited to, publicly accessible open space, publicly accessible parking, and implementation and/or funding of streetscape improvements identified in this Specific Plan. See Table 4-1: Community Benefits Plan for a description of the process and requirements for Community Benefits Tiers I and II.

4.6 APPEALS

All appeals pertaining to the Smoky Hollow Specific Plan shall be conducted in accordance with the provisions of ESMC Chapter 15-25.

4.7 SPECIFIC PLAN MODIFICATIONS AND AMENDMENTS

Modifications to the text or exhibits of this Specific Plan may be warranted in the future to accommodate unforeseen conditions or events. The City will process revisions pursuant to California Government Code Section 65450, et seq. All Specific Plan amendments shall be found consistent with the El Segundo General Plan in compliance with Government Code Section 65454. The Specific Plan may be amended as often as deemed necessary by the City Council in compliance with Government Code Section 65453.
### Table 4-1: Community Benefits Plan

<table>
<thead>
<tr>
<th>Community Benefits Tiers</th>
<th>Review/Approval Authority</th>
<th>Applicable Projects</th>
<th>Findings</th>
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</table>
| Community Benefits Tier I | Planning Commission | Projects that include any of the following components shall be considered under the Tier I review process:  
A. Building height up to 50 feet  
B. FAR up to 1.5  
C. One or more deviations to standards (neither of which is height or FAR) that exceed the minor deviation threshold (10%) allowed by Section 4.5.1 Administrative Adjustment | A Community Benefits Plan for Tier I may be approved if the following findings are made:  
A. The proposed additional building height, intensity, or deviation from development standards would not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity;  
B. The proposed community benefit provides exemplary project and/or streetscape design; and  
C. The proposed community benefit directly implements objectives of the Specific Plan. |
| Community Benefits Tier II | City Council | Projects that include any of the following components shall be considered under the Tier II review process:  
A. FAR > 1.5  
B. Three or more deviations to standards (one of which is height or FAR) that exceed the minor deviation threshold (10%) allowed by Section 4.5.1 Administrative Adjustment | A Community Benefits Plan for Tier II may be approved if the following findings are made:  
A. All findings in Tier I; and  
B. The value of the community benefits bear a relationship to the value generated by the project; and  
C. The community benefits proposed do not principally benefit the project or occupants of the project, but rather provide a district or area-wide benefit to the larger Smoky Hollow Plan area. |
05
IMPLEMENTATION
+ FINANCING
The preceding chapters of this Specific Plan outline the vision for Smoky Hollow. This chapter provides the implementation mechanisms to realize that vision.

5.1 IMPLEMENTATION STRATEGIES
Implementing this Specific Plan will require a collaborative effort between the public and private sectors to collectively achieve the vision. Private sector developers, entrepreneurs, investors, and property owners will drive new investment and construction in Smoky Hollow. The City's responsibility is to offer mechanisms that facilitate private investment, and to coordinate, encourage, and deliver parallel and complementary investment in the public realm. Changes in economic conditions and trends over time may require the City to periodically revisit and reprioritize the implementation steps for achieving the vision for Smoky Hollow. Therefore, this chapter describes a variety of potential funding mechanisms in order to accommodate dynamic local interest/capacity and market conditions in Section 5.3 (Funding Strategy).

5.2 IMPLEMENTATION ACTION PLAN
To fully implement the Smoky Hollow Specific Plan, a series of specific policy and regulatory actions are required. Implementation will require
collaboration with local businesses, partner agencies, and the City. The Implementation Action Plan (Table 5-1) lists specific actions and provides a priority timeframe, primary responsibilities and partners, approximate costs, and potential funding sources. It should be noted that generalized phasing and cost estimates are based on baseline (2017) costs, funding sources, and logistics. Actual timing, costs and implementation will be dependent on development activity, funding and staff resources. Funding sources are further described in Section 5.3.

5.2.1. Strategic Approach to Delivering Major Infrastructure Projects

Many of the short-term and ongoing programs in the Implementation Action Plan are relatively inexpensive to deliver and will lay the groundwork for future change; examples of these programs include publicizing opportunities under the new Specific Plan and ensuring that Smoky Hollow is well-integrated with City economic development and marketing efforts. In contrast, delivering major infrastructure projects will require a multi-step, longer-term strategic approach.

The first actions to be implemented should focus on additional studies to better understand costs and potential revenues to pay for projects. A detailed engineering study should examine the costs of delivering proposed individual major infrastructure projects, including options and costs for phasing the improvements over time. A separate study should analyze projected revenues that could be generated by different funding sources, including the amount of debt that would be incurred and which stakeholders would be responsible for paying for improvements under each funding option. Taken together, these studies can then inform a more detailed discussion with property owners and the El Segundo City Council as to which funding tools are best suited to deliver different improvements and projects to prioritize; then decisions can be made about how to move forward.

The Implementation Action Plan (see Table 5-1) identifies major physical improvements by short-, medium-, long-term, and on-going actions. However, this approach may need to be reconsidered based on the results of the engineering and funding studies, which may find that it is significantly more cost-effective to prioritize certain infrastructure projects over others, or to construct a major infrastructure project all at once instead of through a multi-step process. For example, it may be

more cost—effective yet still expedient—to construct the El Segundo Boulevard reconfiguration and improvements all at once, rather than completing an interim streetscape improvement. The cost savings must be weighed against the extra time it would take to plan and construct the major improvement project, and the accompanying lost opportunity to incentivize additional investment in the immediate future by completing an interim improvement.

5.2.2: Sustainability

Smoky Hollow supports a sustainable future for local businesses and the environment. The Smoky Hollow area will evolve in a sustainable manner by decreasing reliance on automobiles, reducing the urban heat-island effect, and promoting sustainable sources of energy. The City encourages the use of solar panels, cool roofs, and tree plantings for new and existing development. The City also encourages businesses to seek out delivery, transport, and fleet vehicles that use clean and alternative fuels. Smoky Hollow is a hub for innovation - as technologies evolve, Smoky Hollow can lead the way in sustainability.
<table>
<thead>
<tr>
<th>SPECIFIC ACTIONS</th>
<th>TIMEFRAME</th>
<th>PRIMARY RESPONSIBILITY/ PARTNERS</th>
<th>COST</th>
<th>FUNDING</th>
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<tbody>
<tr>
<td><strong>Action 1. Amend the General Plan to be Consistent with the Smoky Hollow Specific Plan</strong>&lt;br&gt;Amend the General Plan to be consistent with the adopted Smoky Hollow Specific Plan land uses, density/intensity standards, and/or policy direction.</td>
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<td>City</td>
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<td>City</td>
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<td><strong>Action 2. Publicize Specific Plan Changes</strong>&lt;br&gt;Develop a handout describing the new Smoky Hollow Specific Plan guidelines, standards, and incentives. Publicize and distribute to area businesses, property owners, and real estate professionals as a resource to encourage reinvestment and development in the area.</td>
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<td>City</td>
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<td>City</td>
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<td><strong>Action 3. Complete a Detailed Engineering Study to Determine Costs for High-Priority Major Infrastructure Projects</strong>&lt;br&gt;Identify the high-priority major infrastructure projects, and complete cost estimates for completing the projects. Include different options for phasing the improvements over time or excluding/including different components.</td>
<td>Short</td>
<td>City</td>
<td>$$</td>
<td>City</td>
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<tr>
<td><strong>Action 4. Complete a Revenue Projections Study</strong>&lt;br&gt;Analyze projected revenues that could be generated by different funding sources for the major infrastructure projects. Develop recommendations for sources to be used and how they should be applied to different improvements.</td>
<td>Short</td>
<td>City</td>
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<td>City</td>
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<tr>
<td>SPECIFIC ACTIONS</td>
<td>TIMEFRAME</td>
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<td><strong>Action 5. Capital Improvement Plan Integration</strong></td>
<td>Short</td>
<td>City</td>
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<td>City</td>
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<td>Identify applicable capital improvements from this Specific Plan in the Capital Improvement Plan (CIP). Update based on priorities outlined in this Implementation Plan with each budget cycle.</td>
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<td><strong>Action 6. Acquire Grant Funding</strong></td>
<td>Ongoing</td>
<td>City</td>
<td>$</td>
<td>Federal, State SCAG Metro Grants</td>
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<tr>
<td>Research and apply for Federal, State, and regional grant funding programs that offer funding for improvements in Smoky Hollow.</td>
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<td><strong>Action 7. Positive Business Climate Marketing</strong></td>
<td>Short</td>
<td>City</td>
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<td>Ensure that El Segundo's economic development activities aggressively market Smoky Hollow's strong competitive location and supportive regulatory climate for users in a variety of industries, such as creative and multimedia industries.</td>
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<td><strong>Action 8. Crosswalk Enhancement Pilot Project</strong></td>
<td>Short</td>
<td>City</td>
<td>$</td>
<td>City Federal State Grants Metro Private</td>
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<td>Work with property owners and businesses to identify crosswalk enhancement locations along Franklin Avenue. Implement a pilot project to make visual enhancements to crosswalks, which could include a community art competition to design crosswalk art and other roadway intersection paintings.</td>
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<tr>
<td>SPECIFIC ACTIONS</td>
<td>TIMEFRAME</td>
<td>PRIMARY RESPONSIBILITY/ PARTNERS</td>
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<td><strong>Action 9. Parklet Pilot Project</strong></td>
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<td>Work with property owners and businesses to identify locations for temporary parklets.</td>
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<td><strong>Action 10. El Segundo Boulevard Streetscape Improvement: Short Term</strong></td>
<td>Short</td>
<td>City</td>
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<tr>
<td>Implement roadway restriping to accommodate an eight-foot parking lane on the north side of El Segundo Boulevard while maintaining a four-lane configuration.</td>
<td></td>
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</tr>
<tr>
<td><strong>Action 11. El Segundo Boulevard Streetscape Improvement: Mid Term</strong></td>
<td>Medium</td>
<td>City</td>
<td>$$</td>
<td>City Grants Private</td>
</tr>
<tr>
<td>Implement street tree plantings within the parking lane along El Segundo Boulevard as feasible, and incorporate drought-tolerant landscaping.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Action 12. El Segundo Boulevard Reconfiguration: Long Term</strong></td>
<td>Long</td>
<td>City</td>
<td>$$$$</td>
<td>City Grants Private</td>
</tr>
<tr>
<td>Remove the four-foot landscape strip on the south side of El Segundo Boulevard to accommodate a wider sidewalk on the north side of the street. This adjustment will double the sidewalk's width to eight feet. Implement sidewalk improvements (e.g., street tree plantings in curb bulb-outs, street furniture, bicycle racks, and pedestrian scale lighting), improve drought-tolerant landscaping, and create pedestrian amenities where feasible.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>Action 13. Grand Avenue Streetscape Improvement</strong></td>
<td>Short</td>
<td>City Metro</td>
<td>$$</td>
<td>City Grants Private</td>
</tr>
<tr>
<td>Implement roadway restriping to accommodate two 11-foot lanes and two 13-foot shared lanes for cyclists and automobile parking (sharrows) on Grand Avenue. Work with Metro to develop wayfinding signage to improve access to the Mariposa and El Segundo Metro Green Line Station. Add wayfinding signage to Downtown and the Marvin Braude Bike Trail.</td>
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<tr>
<td>SPECIFIC ACTIONS</td>
<td>TIMEFRAME</td>
<td>PRIMARY RESPONSIBILITY/PARTNERS</td>
<td>COST</td>
<td>FUNDING</td>
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<td>------------------------------------------------------------------------------------------------------</td>
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</tr>
<tr>
<td><strong>Action 14. Franklin Avenue Streetscape Improvement: Phase 1</strong></td>
<td>Short</td>
<td>City</td>
<td>$$</td>
<td>City</td>
</tr>
<tr>
<td>Implement sidewalk improvements (e.g., street tree plantings, parklets, street furniture, bicycle</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>racks, and pedestrian scale lighting), and create pedestrian amenities where feasible. Add</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>creative crosswalks to complete Franklin Avenue vision for short-term improvements.</td>
<td></td>
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</tr>
<tr>
<td><strong>Action 15. Franklin Avenue Streetscape Improvement Phase 2</strong></td>
<td>Medium</td>
<td>City</td>
<td>$$$</td>
<td>City</td>
</tr>
<tr>
<td>Implement a “woonerf” or living street concept for Franklin Avenue to include two multi-modal</td>
<td></td>
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<tr>
<td>lanes shared by automobiles and cyclists, parking lanes that integrate tree planters, and two</td>
<td></td>
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<tr>
<td>six-foot curbless sidewalks. Integrate enhanced paving along Franklin Avenue, pedestrian lighting,</td>
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<tr>
<td>and parklets.</td>
<td></td>
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<tr>
<td><strong>Action 16. North/South Streets Reconfiguration</strong></td>
<td>Short</td>
<td>City</td>
<td>$$</td>
<td>City</td>
</tr>
<tr>
<td>Reconfigure (re-stripe) key north/south running streets to provide a 20-foot one-way travel lane</td>
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<td></td>
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<tr>
<td>and a 20-foot angled parking lane to increase on-street parking capacity.</td>
<td></td>
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<tr>
<td><strong>Action 17. North/South Streets Streetscape Improvement</strong></td>
<td>Short</td>
<td>City</td>
<td>$$</td>
<td>City</td>
</tr>
<tr>
<td>Implement streetscape improvements (e.g., street tree plantings, parklets, street furniture,</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>bicycle racks, and pedestrian scale lighting), and create pedestrian amenities where feasible.</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>Action 18: Establish New Funding Mechanisms</strong></td>
<td>Medium</td>
<td>Property Owners</td>
<td></td>
<td>Property Owners</td>
</tr>
<tr>
<td>Using the results of the previously completed engineering cost estimates and revenue projections,</td>
<td></td>
<td>Business Owners</td>
<td></td>
<td>Businesses</td>
</tr>
<tr>
<td>work with property owners, businesses, and developers to establish mutually agreed-upon funding</td>
<td></td>
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<tr>
<td>mechanisms, such as a Property-Based Business Improvement District (PBID) or Business-Based</td>
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<tr>
<td>Business Improvement (BID), and other district-based funding tools.</td>
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</tr>
</tbody>
</table>
### SPECIFIC ACTIONS

<table>
<thead>
<tr>
<th>Action 19: Transportation Management Association (TMA)</th>
<th>TIMEFRAME</th>
<th>PRIMARY RESPONSIBILITY/ PARTNERS</th>
<th>COST</th>
<th>FUNDING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Establish a TMA to implement travel and parking demand reductions in Smoky Hollow, in conjunction with the related improvements described in the following actions. The TMA's work would closely coordinate with the activities of the parking benefit district, if the latter is created.</td>
<td>Short</td>
<td>City</td>
<td>$</td>
<td>City Property Owners Businesses</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Action 20: Establish Parking Benefit District</th>
<th>TIMEFRAME</th>
<th>PRIMARY RESPONSIBILITY/ PARTNERS</th>
<th>COST</th>
<th>FUNDING</th>
</tr>
</thead>
<tbody>
<tr>
<td>The parking benefit district will create a mechanism to oversee and guide reinvestment of parking permit revenue, fee revenue, and other sources in order to increase the supply of parking in Smoky Hollow, reduce parking demand, and improve management of existing spaces. The benefit district will establish a process for business permit parking, making parking spaces available via permit, on a first-come/first-serve basis, or arising from a change of land use/occupancy, and/or building additions.</td>
<td>Medium</td>
<td>City Property Owners Business Owners</td>
<td>$$</td>
<td>City Permit, Fee, and Fine Revenue Property Owners Businesses</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Action 21: Establish Parking In-Lieu Fee</th>
<th>TIMEFRAME</th>
<th>PRIMARY RESPONSIBILITY/ PARTNERS</th>
<th>COST</th>
<th>FUNDING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide for the establishment of a parking in-lieu fee where new developments, changes of occupancy, and additions to existing buildings in the district have the option of paying an in-lieu fee as a substitute for providing on-site parking. Revenue generated by the in-lieu fee program can be used to fund the new parking facilities or to fund improvements that reduce automobile parking demand, such as pedestrian, bicycle, and transit improvements recommended in this Specific Plan, as well as maintenance and operations of parking facilities.</td>
<td>Short</td>
<td>City Property Owners</td>
<td>$$</td>
<td>Property Owners</td>
</tr>
<tr>
<td>SPECIFIC ACTIONS</td>
<td>TIMEFRAME</td>
<td>PRIMARY RESPONSIBILITY/PARTNERS</td>
<td>COST</td>
<td>FUNDING</td>
</tr>
<tr>
<td>------------------</td>
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</tr>
<tr>
<td><strong>Action 22: Parking Monitoring Program</strong>&lt;br&gt;Via the TMA and/or parking benefit district, establish a parking monitoring program to track parking supply and demand in Smoky Hollow and assess performance of the area's parking standards. Establish timeliness to re-assess Specific Plan implementation and standards and make modifications as needed.</td>
<td>Medium</td>
<td>City</td>
<td>$</td>
<td>TMA City</td>
</tr>
<tr>
<td><strong>Action 23. Key Intersections Crosswalk Improvements</strong>&lt;br&gt;Implement crosswalk improvements at key intersections in Smoky Hollow to increase pedestrian safety and branding. These improvements should be prioritized based on the results of the engineering cost study and available funding.</td>
<td>Medium</td>
<td>City</td>
<td>$$</td>
<td>City Property Owners Businesses</td>
</tr>
<tr>
<td><strong>Action 24. Transit Improvements</strong>&lt;br&gt;Coordinate with transit providers to provide additional or extended routes through Smoky Hollow. Ensure that bus stop layouts, street furniture, shelters, and signage are consistent with the artistic and creative nature of Smoky Hollow. These improvements should be prioritized based on the results of the engineering cost study and available funding.</td>
<td>Medium</td>
<td>City Metro Beach Cities Transit</td>
<td>$$$</td>
<td>City Transit Federal Funding</td>
</tr>
<tr>
<td>SPECIFIC ACTIONS</td>
<td>TIMEFRAME</td>
<td>PRIMARY RESPONSIBILITY/ PARTNERS</td>
<td>COST</td>
<td>FUNDING</td>
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<tr>
<td>------------------</td>
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</tr>
</tbody>
</table>
| **Action 25. Expand the El Segundo Lunchtime Shuttle Bus**  
Expand the existing El Segundo Lunchtime Shuttle to create a new shuttle route for peak hours between the Mariposa and/or El Segundo Green Line Stations and Smoky Hollow. | Medium | City | $\$$ | City  
Metro  
Beach Cities Transit  
Federal Funding  
TMA |
| **Action 26. Bicycle and Pedestrian Connectivity.**  
Continue to develop and implement bicycle and pedestrian improvements in Smoky Hollow, including bicycle parking along key north/south streets and bicycle signage and sharrows on bike-friendly streets. These improvements should be prioritized based on the results of the engineering cost study and available funding. | Ongoing | City | $\$$ | City  
Federal Funding |
| **Action 27. Multimodal Marketing.**  
Via the TMA, promote multimodal transportation to create awareness and opportunity for commuters to take the train or bicycle to work. | Short | City  
Metro | $ | TMA  
City |
<table>
<thead>
<tr>
<th>SPECIFIC ACTIONS</th>
<th>TIMEFRAME</th>
<th>PRIMARY RESPONSIBILITY/ PARTNERS</th>
<th>COST</th>
<th>FUNDING</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Action 28. Shade Trees and Open Space</strong></td>
<td>Ongoing</td>
<td>City</td>
<td>$$</td>
<td>City</td>
</tr>
<tr>
<td>Continue to prioritize the provision of open space and planting trees. Emphasize planting of trees to shade sidewalks in order to mitigate the heat island effect and encourage pedestrian activity. These improvements should be prioritized based on the results of the engineering cost study and available funding.</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td><strong>Action 29. Partnerships</strong></td>
<td>Ongoing</td>
<td>City, Property Owners, Business Owners, Metro, SCAG, Caltrans</td>
<td>$</td>
<td>City</td>
</tr>
<tr>
<td>Establish an environment of collaboration and partnership between the City, other public agencies, key stakeholders, and community to help ensure the implementation of this Specific Plan.</td>
<td></td>
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</tr>
<tr>
<td><strong>Action 30. Expand Marketing of Smoky Hollow through Event Programming</strong></td>
<td>Ongoing</td>
<td>City, Property Owners, Business Owners</td>
<td>$$</td>
<td>City, Businesses</td>
</tr>
<tr>
<td>Coordinate with City's existing programs and activities to highlight and include Smoky Hollow, and work with Smoky Hollow businesses—or business representatives such as a future PBID/BID—to expand and market events such as the El Segundo Art Walk, and create new events that highlight the district.</td>
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</tbody>
</table>
5.3 FUNDING STRATEGY

A range of funding sources and financing options are available for infrastructure development and ongoing operations and maintenance costs in California. While the ideal set of solutions and implementation and funding mechanisms to achieve the Smoky Hollow Specific Plan’s goals will evolve over time, a consistent set of criteria for selecting these mechanisms are established as follows.

- Equitable distribution of costs and benefits: Smoky Hollow’s existing parking, parks, and pedestrian deficiencies are shared among all property owners and businesses, and are not attributable only to future development projects. As a result, funding for resolving existing deficiencies should be shared among all property owners and/or businesses in the district.

- Allow for incremental solutions: While major, long-term infrastructure projects can occur in later phases of Smoky Hollow’s build out, the implementation strategy prioritizes high-impact approaches to infrastructure improvements that can be introduced in the short term.

- Reduce dependency on future development: Implementation solutions will focus on resolving existing district-wide deficiencies regardless of future development activity.

It is envisioned that many future improvements planned for the Smoky Hollow area will be achieved through development by the private sector, including meeting development standards, paying existing and possible future fees, and through other funding mechanisms that could apply to all future development. Guided by the development standards and guidelines included in this Specific Plan, these development projects can each incrementally contribute to establishing a high-quality place whose value will be much greater than it would be without these coordinated efforts.

It is also incumbent on the City to pursue an array of funding sources and financing mechanisms to implement some of the larger public improvements included in this Specific Plan. These mechanisms are complex and are tied to many factors outside the control of the City of El Segundo, including market and economic cycles. State and Federal grant funding availability, State enabling legislation, etc. This precludes the ability to immediately
establish a detailed timeline for building every identified improvement. Therefore, this implementation strategy focuses on identifying the range of potential mechanisms available for delivering the major improvements necessary to realize the core elements of the Specific Plan’s vision. The strategy prioritizes an initial set of investments and programmatic activities that will set the stage for long-term implementation. This implementation strategy should be revisited on a regular basis to ensure that the Plan’s desired outcomes are being achieved.

5.3.1. Categories of Physical Improvements and Programs Requiring Funding

Implementation of the Smoky Hollow Specific Plan requires completing a number of physical improvement projects and initiating several ongoing programs. Section 5.3 below describes the process and timing for implementing specific projects and programs, and describes the specific locations of improvements. For purposes of understanding how funding sources and tools align with these projects and programs, however, the projects and programs can be broken down into three major categories.

- Interim Physical Improvements: Relatively low-cost physical improvements that can either precede or be completed in conjunction with a more significant physical improvement. Potential projects include temporary parklets, street restriping (including minor lane reconfigurations and on-street parking changes), modest landscaping improvements, and minor bicycle and pedestrian improvements.

- Major Capital Improvement Projects: Capital improvement projects that require major reconfigurations of physical infrastructure when fully implemented. Examples of these
projects in Smoky Hollow include major street reconfigurations (moving curbs, adding sidewalks, etc.), major streetscape improvements (trees, landscaping, pedestrian and bicyclist improvements), and new open spaces or parks.

Ongoing Programs: Programs and activities that require continuous funding for implementation. Examples of such programs include publicizing development opportunities under the new Specific Plan, continuing study of capital improvement costs and financing, grant funding applications, creation of marketing programs, creation and maintenance of a permit parking district, expanded lunchtime shuttle bus, implementation of a transportation demand management program, and event programming.

5.3.2. Funding Sources and Application to Smoky Hollow Improvements and Programs

This section provides a menu of potential funding sources for implementing capital improvements and programmatic activities to realize the Smoky Hollow Specific Plan vision. In many cases, multiple funding sources must be combined to pay for projects. Therefore, each source’s description includes considerations for deploying the source in the specific Smoky Hollow context.

Although the terms “funding” and “financing” are often used interchangeably, there is an important distinction between the two terms. “Funding” typically refers to a revenue source such as a tax, fee, or grant that is used to pay for an improvement. Some funding sources, such as impact fees, are one-time payments, while others, such as assessments, are ongoing payments. “Financing” involves borrowing against future revenues by issuing bonds or other debt instruments that are paid back over time through taxes or fee payments, enabling agencies to pay for infrastructure before the revenue to cover the full cost of the infrastructure is available.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>EXAMPLES</th>
</tr>
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<tbody>
<tr>
<td>City Resources</td>
<td>General Fund</td>
</tr>
<tr>
<td></td>
<td>Capital Improvement Program</td>
</tr>
<tr>
<td></td>
<td>User Fees</td>
</tr>
<tr>
<td>Outside Grants</td>
<td>Regional, State, and Federal Grants</td>
</tr>
<tr>
<td>Developer Contributions</td>
<td>Development Standards</td>
</tr>
<tr>
<td></td>
<td>CEQA Mitigations</td>
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<tr>
<td></td>
<td>Impact/In-Lieu Fees</td>
</tr>
<tr>
<td></td>
<td>Negotiated Agreements</td>
</tr>
<tr>
<td>District-Based Tools</td>
<td>Assessment District</td>
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<td></td>
<td>Community Facilities District</td>
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<td></td>
<td>Enhanced Infrastructure Finance District</td>
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</tbody>
</table>
CITY RESOURCES:

- **General Fund**: General Fund revenues include property tax, sales tax, transient occupancy tax, and other revenues that are primarily used to pay for ongoing municipal services and operations. Both the General Fund and the Capital Improvement Program are critical funding sources for the Smoky Hollow Specific Plan’s “interim” physical improvements. The General Fund will also need to support ongoing programs that require City staff time, such as the developer toolkit and grant funding applications.

- **Capital Improvement Program (CIP)**: Infrastructure projects identified in the Smoky Hollow Specific Plan—including the major capital improvement projects—are candidates for inclusion in the City’s Capital Improvement Program, which is updated annually and includes a projection of five years of future infrastructure projects.

- **User Fees**: User fees and rates include the fees charged for the use of public infrastructure or goods. It may be possible to use some portion of user fee or rate revenue toward financing the costs of new infrastructure, but user fees are generally unlikely to be a major source of funding for implementation of the Smoky Hollow Specific Plan. One exception to this is that any potential future parking meter or business permit parking revenue—if these programs are adopted—could contribute partial funding for parking management programs as part of a parking benefit district.

OUTSIDE GRANTS:
Various Federal, State, and regional grant programs distribute funding for public improvements. Because grant programs are typically competitive, grant funds are an unpredictable funding source, and the City of El Segundo must remain vigilant in applying for grants to implement the Smoky Hollow Specific Plan. Smoky Hollow projects focused on transit improvements and pedestrian and bicycle improvements may be especially competitive for grant funding since these projects contribute to achieving the goals of the regional Sustainable Communities Strategy. For example, the Southern California Association of Governments (SCAG) provides competitive grant funding under the Active Transportation Program for infrastructure improvements such as bicycle lanes and pedestrian improvements.

DEVELOPER CONTRIBUTIONS:

- **Development Standards**: Each new development project will contribute to the Smoky Hollow Specific Plan’s implementation by meeting requirements regulating each project’s land uses, height, density, bulk, parking requirements, on-site circulation, on-site open space, street frontage improvements, and other features. New development projects can also be required to reimburse the City for the cost of developing and administering the Smoky Hollow Specific Plan itself. These standards are adopted in the City’s zoning ordinance and must be satisfied in order for a project to be granted approval.

- **CEQA Mitigations**: The environmental review process requires the analysis of a project’s environmental impacts and the identification of measures to reduce or eliminate these impacts. As a requirement of approval, developers may be required to undertake a number of mitigation measures, such as off-site traffic mitigation as defined by the California Environmental Quality Act (CEQA).

- **Impact/In-Lieu Fees**: Impact and in-lieu fees are one-time fees imposed on new developments to pay for improvements
and facilities that either serve the new development or reduce the impacts of the project on the community. Fee revenues cannot be used to fund existing deficiencies in infrastructure. In-lieu fees are payments made instead of meeting an on-site development requirement (such as paying a fee in-lieu of providing on-site parking spaces), while impact fees are required unless the impact is addressed in some other way (if allowed). The cost and basis of impact fees and in-lieu fees must be directly related to the impacts being mitigated or requirement being met, respectively.

- El Segundo’s existing impact fees are dedicated to specific traffic mitigation and public facilities. This fee would have to be amended to include projects in the Smoky Hollow area. A parking in-lieu fee option is promising for the Smoky Hollow Specific Plan district, since it would allow reinvestment to occur on smaller parcels that may be unable to accommodate required parking on-site. Fee revenue could be dedicated to street restriping to expand the supply of on-street parking.

- Negotiated Agreements: Negotiated community benefits are developer contributions that exceed the baseline features required through development standards, environmental mitigation measures, and impact fees. These agreements are typically negotiated for large development projects, often either as a codified condition of approval for projects meeting certain conditions, or in exchange for variances from existing land use regulations. These could potentially be applicable to the larger property holdings in the eastern Smoky Hollow area.
Parking in Smoky Hollow is a Primary Concern
Reimbursement agreements are a form of agreement in which a developer provides infrastructure or facilities that serve the needs of the broader area, which are then dedicated or conveyed to the public. The developer's additional costs are then reimbursed by the City and/or future development projects that benefit from the infrastructure or facility. Such an approach is more typically used in greenfield locations in which a single developer is required to build major sewer/water and parks facilities with capacity to serve future growth at other adjacent properties. While opportunities to use the reimbursement agreement tool are therefore limited in Smoky Hollow, a single large development project may have capacity to dedicate additional land for parks or parking under such an arrangement.

**DISTRICT-BASED TOOLS:**
Land-based financing tools are typically associated with new real estate development to generate benefit-based special assessment revenues or property tax revenues to finance improvements through bond repayment or paying for improvements over time. District-based tools provide a stable revenue stream while ensuring that properties benefiting from improvements also contribute to those public investments. The following table describes the three primary types of district-based funding and financing tools. Note that assessment districts and community facilities districts primarily capture additional funding from private entities, while the enhanced infrastructure financing district reinvests growth in public property tax revenues within the district that would otherwise accrue to the City.

The property-based improvement district (PBID) and/or business improvement district (BID) are particularly promising for use in Smoky Hollow. With ongoing funding by property owners and/or business owners, a PBID or BID would provide an ongoing stream of revenue for promoting the district, contributing to lower-cost physical improvements, and managing any ongoing programs. This revenue source is generally insufficient to fund major capital improvements, but the limited assessment and the local control of revenues are likely to appeal to property owners and businesses within the district.

A Mello-Roos community facilities district (CFD) would provide a flexible and substantial revenue source against which it is possible to issue bonds for major capital improvements. Revenues can also be used to fund ongoing operation and maintenance expenses. However, passage of a CFD in Smoky Hollow is likely to be challenging until property owners reach consensus around shared infrastructure needs and a willingness to contribute significant monetary resources toward resolving those needs.
<table>
<thead>
<tr>
<th>FUNDING TOOL</th>
<th>DESCRIPTION</th>
<th>USES</th>
<th>CONSIDERATIONS</th>
</tr>
</thead>
</table>
| Special Assessment Districts     | Additional assessment against a range of participants, depending on the type of district and relative benefit received. Examples include: Landscaping and Lighting District, Community Benefit District, Business Improvement District, Property-Based Business Improvement District | Most useful for funding ongoing operations and maintenance. | ▶ Requires majority vote of paying stakeholders.  
▶ Increases costs and risk for paying stakeholders. Stakeholders need to perceive a clear benefit for themselves.  
▶ Impacts paying stakeholders' overall ability to support other taxes, fees, and community benefits.  
▶ Little financial risk to the City or public agencies; could lead to increased tax revenue based on private reinvestment.  
▶ Additional City staff time to administer districts could offset some gains. |
| Community Facilities District (Mello-Roos) | Additional assessment on property, levied and varied based on a selected property characteristic (excluding property value). | Infrastructure improvements, development of public facilities, ongoing operations and maintenance. | ▶ Requires approval of 2/3 of property owners (by land area) if there are fewer than 12 registered voters residing in the district.  
▶ Boundaries can include noncontiguous parcels.  
▶ Fees can be proportionally subdivided and passed on to future property/home owners.  
▶ Increases costs and risk for landowners and homeowners if fees dissuade buyers or reduce achievable sales prices.  
▶ Impacts paying stakeholders' overall ability to support other taxes, fees, and community benefits, |
| Enhanced Infrastructure Financing District | Diverts a portion of future General Fund property tax revenues generated within the district to help fund infrastructure projects. | Infrastructure improvements, development of public facilities, affordable housing development. | ▶ Formation does not require a local vote, but bond issuance requires a vote of 55 percent of landowners by area if there are fewer than 12 registered voters residing in the district.  
▶ Does not cost individual property owners additional fees and taxes.  
▶ Does not divert revenues from schools.  
▶ Reduces future General Fund revenues by restricting use of the district's future property tax revenue growth. Does not typically generate significant additional revenue above what the City already receives. |
### Table 5-4: Applicable Funding Sources for Improvements and Programs in Smoky Hollow

<table>
<thead>
<tr>
<th></th>
<th>DEVELOPER CONTRIBUTIONS</th>
<th>DISTRICT-BASED MECHANISMS</th>
<th>CITY RESOURCES</th>
<th>OUTSIDE SOURCES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>DEVELOPMENT STANDARDS</td>
<td>CEGA MITIGATIONS OF PROJECT IMPACTS</td>
<td>IMPACT-IN-LIEU FEES</td>
<td>NEGOTIATED &amp; VOLUNTARY AGREEMENTS</td>
</tr>
<tr>
<td><strong>Interim Physical Improvements</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Street restriping/minor reconfiguration</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Property frontage improvements</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Crosswalk improvements</td>
<td>X</td>
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<td>Temporary parklets</td>
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<td>Privately-owned open spaces</td>
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<td><strong>Major Capital Improvement Projects</strong></td>
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<td>Street reconfiguration and redesign</td>
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<td>Streetscape improvements</td>
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<td>Public parks and open spaces</td>
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<td><strong>Ongoing Programs</strong></td>
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<td>Public improvement financing plan</td>
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<td>Promotional marketing of Smoky Hollow</td>
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<td>Property owner outreach</td>
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<td>Lunchtime shuttle bus expansion</td>
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<td>Transportation demand management programs</td>
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<td>Event programming</td>
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This Appendix defines terms and phrases used in this Specific Plan that are technical or specialized or that may not reflect common usage.

Words or phrases not defined here shall be as defined in ESMC Section 15-1-6 (Definitions).

Accessory
A building, part of a building or structure, or use which is subordinate to, and the use of which is incidental to, that of the main building, structure or use on the same lot.

Alcohol Sales, Off-Site: Any establishment in which alcoholic beverages are sold for consumption off the premises.

Alcohol Sales, On-Site with Food Service: Any establishment in which alcoholic beverages are sold, served, or given away for consumption on site as part of a restaurant, deli, market or similar establishment where customers purchase food and beverages and consume the food and beverages on the premises.

Assembly Halls: A building or portion of a building, used for large-scale indoor gatherings of people. For example, assembly halls include private educational facilities; religious institutions; clubs; lodges; theaters; and similar kinds of facilities whether available for public or private use.
Brewery and Alcohol Production: An establishment that produces ales, beers, meads, hard ciders, wine, liquor and/or similar beverages on-site. Also includes incidental sale of beverages for on-site and off-site consumption in keeping with the regulations of the Alcohol Beverage Control (ABC) and Bureau of Alcohol, Tobacco, and Firearms (ATF).

Business and Consumer Support Services: Business and consumer support services include establishments primarily providing consumers and businesses with services, including maintenance, repair, testing, and rentals.

Caretaker Unit: A dwelling unit used for a caretaker of the property on which it is located and no larger than 500 square feet in area.

Commercial Kitchen: An establishment where food and beverages are prepared for off-site consumption. Typical use is a catering facility.

Data Centers: An industrial building containing floor space that houses computer servers, and informational technology equipment primarily for the purpose of storing and distributing data.

Dwelling, Multiple-Family: A building or portion of a building containing three or more dwelling units designed or arranged for occupancy by three or more households living independently in which they may or may not share common entrances and/or other spaces.

Dwelling, Single-Family: A building containing no more than one dwelling unit designed for occupancy by not more than one household.

Dwelling, Two-Family: A building containing no more than two dwelling units designed or arranged for occupancy by two households living independently.

Financial Institutions: Banks, credit unions, investment companies, lending and thrift institutions, securities/commodity brokers.

Fitness Studios: An establishment where exercises and related activities are performed for the purpose of physical fitness. Examples of uses include Pilates, personal training, dance, yoga and martial arts studios.

Floor Area (Gross): The area included within the surrounding exterior walls of a building or portion thereof, exclusive of garages. The floor area of a building, or portion thereof, not provided with surrounding exterior walls shall be the usable area under the horizontal projection of the roof or floor above.

Freight Forwarding: A person or company that organizes shipments for individuals or corporations to move goods from the manufacturer or producer to a market, customer, or final point of distribution.

Gyms: See "Fitness Studio."

Incidental: See "Accessory."

Industrial, Heavy: The manufacturing, compounding, processing, assembling or testing of large heavy items or materials in bulk.

Industrial, Light: A use engaged in the manufacture, predominately from previously prepared materials, of finished products or parts.

Live/Work: The partial use of a dwelling unit for commercial uses.

Medical/Dental Office/Clinic: A building or group of buildings designed and or used by, physicians, chiropractors, dentists and others engaged professionally in such healing arts for humans.
**Outdoor Storage:** The storage of various materials outside of a structure incidental to a principal use. Does not include the keeping of building materials reasonably required for construction work on the premises pursuant to a valid and current Building Permit.

**Offices, General:** Offices maintained and used as a place of business conducted by persons whose business activity consists principally of services as distinguished from the handling of commodities.

**Open Space, Public or Quasi-public:** Outdoor space that serves a leisure, recreational or aesthetic function. Examples include parks and athletic fields. Also includes privately owned publicly accessible spaces in the form of an arcade, plaza, and similar places. Excludes commercial recreation where fees are charged for entrance or use.

**Parking Facility:** A public or private space dedicated to accommodating vehicle parking stalls, backup area, driveways, and aisles. Also includes parking structures.

**Personal/Mini Storage, General:** A facility having compartments, rooms, spaces, containers or other type of units that are individually leased, rented, sold or otherwise contracted for the storage of personal or business goods or property. Also known as self storage and mini storage. Does not include Personal Storage, Collection or Warehousing.

**Personal Storage, Collection:** A facility having compartments, rooms, spaces, containers or other type of units that are individually leased, rented, sold or otherwise contracted for the storage of specialized collections. Facilities under this definition provide specialized features and/or mechanisms to facilitate the storage of specific collection types, such as temperature or humidity controlled units for the storage of wine, cigars, art, furs, or classic cars. Does not include General Personal/Mini Storage.

**Public Facilities:** A building or structure owned, operated or occupied by a governmental agency. Public facilities include: municipal, county, state or federal governmental facilities.

**Public Utilities:** Facilities, equipment, and associated features related to the mechanical functions of a building and services such as water, electrical, telecommunications, and waste. Includes facilities for flood control and the generation of electricity. Excludes wireless communications facilities.
Research and Development: Establishments engaged in study, testing, design, analysis and experimental development and testing of products, processes or services.

Restaurant, Fast Food: A restaurant where customers purchase food and beverages and either consume the food and beverages on the premises or take the food and beverages off the premises. Typical characteristics of a fast food restaurant include: the purchase of food and beverages at a walk-up window or counter; no table service; payment for food and beverages before consumption; and the packaging of food and beverages in disposable containers.

Restaurant, Food To Go and Take-out: A restaurant or other such establishment designed as a take-out facility in which no food is consumed on the premises and no permanent provisions are made for that purpose. Provisions for deliveries, catering, drive-through or walk-up facilities are permitted.

Restaurant, Full Service: A restaurant where customers purchase food and beverages and consume the food and beverages on the premises. Typical characteristics of a full service restaurant include: table service; payment after consumption; and serving food and beverages in non-disposable containers. A full service restaurant may include incidental or occasional takeout sales.

Restaurant, Outdoor Dining: A dining area with seats and/or tables located outside the walls of the structure without a solid roof cover.

Retail: Sales, of physical objects and/or prepackaged food items to the consumer. Retail sales transactions typically require collection of sales and use tax.

Service Stations: An area which provides for the sale of gasoline, other fuels, and lubricants for motor vehicles as the primary use.

Snack Shop: An establishment that sells food or beverages for consumption on or off the premises in conjunction with retail sales of other goods.

Studio/Sound Stages and Support Facilities: Space in an outdoor or indoor area, building, part of a building, structure, or a defined area, which is utilized primarily for the creation of film, television, music video, multimedia, or other related activities.

Vehicle Sales and Services: The sales, rental, repair, alteration, restoration, towing, painting, or finishing of automobiles, trucks, recreational vehicles, boats, and other vehicles as a primary use, including the incidental wholesale and retail sale of vehicle parts as an accessory use.

Veterinary Services: Establishments where household animals receive medical and surgical treatment and may be temporarily boarded in association with such medical or surgical treatment.

Veterinary Services with Boarding and/or Day Care: Establishments where household animals receive medical and surgical treatment, and which offer boarding or animal day care services and facilities not associated with medical or surgical treatment.

Warehousing: The use of a building or structure as storage space for goods, merchandise, or equipment and where the facility owner/operator of the warehouse is the owner of the goods or is the entity that offers the goods for sale or resale.

Wholesaling: The sale of commercial goods at or near production cost. The wholesaling use category includes firms involved in the sale, of products primarily intended for industrial, institutional, or commercial businesses. Businesses may or may not be open to the general public, but sales to the general public are limited.
RESOLUTION NO. ___

A RESOLUTION APPROVING ENVIRONMENTAL ASSESSMENT NO. EA-1011, GENERAL PLAN AMENDMENT NO. GPA 13-01, AND A COMPREHENSIVE UPDATE OF THE SMOKY HOLLOW SPECIFIC PLAN

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

SECTION 1: The City Council finds and declares that:

A. On October 1, 2014, the City initiated an Environmental Assessment No. EA 1011, General Plan Amendment No. GPA 13-01, Zone Change No. ZC 13-01, and Zone Text Amendment No. ZTA 13-01 for the comprehensive update of the Smoky Hollow Specific Plan;

B. 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");

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

D. On June 28, 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, adopted Resolution No. 2837 recommending that the City Council approve the proposed project;

E. On August 21 and September 18, 2018, the City Council held a public hearing to receive public testimony and other evidence regarding the project including information provided to the Council by City Staff;

F. This Resolution and its findings are made based upon the evidence presented to the City Council at its August 21 and September 18, 2018, hearing including the totality of the evidence in the administrative record.

SECTION 2: Factual Findings and Conclusions. The City Council finds as follows:

A. The Smoky Hollow Specific Plan Update (hereinafter, the "Smoky Hollow Specific Plan" or "Specific Plan" or "project") covers approximately 94.3 acres and supersedes the existing Smoky Hollow Specific Plan which covers approximately 93.55 acres. The Specific Plan is located in the northwest quadrant of the City, generally bounded by Standard Street to the west, El Segundo Boulevard to the south, Pacific Coast Highway to the east and Grand Avenue and Holly Avenue to the north (Exhibit I – Specific Plan Boundary Changes);
B. The project removes a 7.44-acres area north of Grand Avenue from the existing Smoky Hollow Specific Plan area and change its General Plan Land Use designation to Multi-Family Residential (Exhibit D – General Plan Land Use Map Amendments) and its zoning designation to Multi-Family Residential (R-3);

C. The project incorporates three areas immediately abutting the existing Smoky Hollow Specific Plan area, which are approximately 8.19 acres in size, into the Specific Plan area, change their General Plan Land Use designations from Parking and Public Facilities to Smoky Hollow Specific Plan (Exhibit D – General Plan Land Use Map Amendments), and zoning designations to Smoky Hollow Specific Plan – Parking (P) and Smoky Hollow Specific Plan – Public Facilities (P-F);

D. The project amends the Smoky Hollow Specific Plan General Plan Land Use Designation description to reflect a change in focus toward creative office uses and increased densities in the Specific Plan (Exhibit E – General Plan Land Use Designation Descriptions);

E. The project amends the description of the City’s northwest quadrant in the General Plan Land Use Element Land Use plan (Exhibit G – General Plan Land Use Plan Excerpt);

F. The project amends the General Plan Land Use Element Build-out projections (Exhibit F – General Plan Land Use Plan Existing Trends Buildout);

G. The project will amend the El Segundo Municipal Code (ESMC) to change or delete the Smoky Hollow Specific Plan chapter, its zones and overlay districts, and other provisions;

H. The Specific Plan (Exhibit H – Smoky Hollow Specific Plan 2018) changes the regulations for private properties to:

1. Allow more office uses in the plan area;
2. Increase the permitted floor area ratio (FAR) from .6 currently, to .75 in the west and 1.0 in the east portion of the plan;
3. Replace the existing parking requirements that are based on the type of use with a single parking ratio of 1 space per 400 gross square feet of building area; and
4. Allow deviations from development standards, subject to approval of a community benefits plan.

I. The Specific Plan will result in public improvements, including:
1. Converting 11 north-south streets within the plan area to one-way streets and adding angled parking, which will generate approximately 85 additional on-street parking spaces;
2. Restriping El Segundo Boulevard without reducing the number of vehicle travel lanes to add a parking lane on the north side of the street, which will generate approximately 74 new on-street parking spaces;
3. Building curb extensions at street intersections, decorative crosswalks and street trees within the plan area; and
4. Making bicycle related improvements along Franklin Avenue and Grand Avenue, including pavement markings and signage to allow cyclists to share vehicle travel lanes.

SECTION 3: General Plan Consistency Findings. The City Council finds that the Smoky Hollow Specific Plan is consistent with the City’s General Plan pursuant to the analysis below:

<table>
<thead>
<tr>
<th>General Plan goals, objectives, policies and programs</th>
<th>Consistency analysis</th>
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<tr>
<td><strong>Land Use designation</strong> Smoky Hollow Specific Plan:</td>
<td>The permitted uses in the amended specific plan are consistent with this designation</td>
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<tr>
<td>This designation is intended to permit a range of incubator businesses, small and medium size industrial uses, research and development, and creative office uses. The designation also permits public facilities, parking facilities, and limited restaurant and retail uses.</td>
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<tr>
<td><strong>Land Use Element</strong> Objective LU2-2: To encourage the preservation of historical and cultural sites and monuments</td>
<td>One of the Specific Plan guiding principles is to preserve Smoky Hollow’s Mid-Century Industrial Feel. The development standards and design guidelines in the Specific Plan are consistent with that principle in that they encourage the preservation of existing buildings and character of Smoky Hollow</td>
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<tr>
<td><strong>Goal LU4 (Provision of a Stable Tax Base for El Segundo):</strong> To provide for new office and research and development uses in Smoky Hollow</td>
<td>The Specific Plan lifts an existing cap on the floor area of office uses on individual building sites and continues to permit research and development uses</td>
</tr>
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<td><strong>Goal LU5 (Attraction of clean and beneficial industrial uses) and Objective LU5-3:</strong> To encourage the rehabilitation of existing substandard blighted industrial areas through the combined efforts of private and public sectors</td>
<td>The Specific Plan contains guidelines, standards and strategies to improve aesthetic and functional deficiencies in such as areas as landscaping, off-street parking, and loading areas</td>
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<td>Objective LU5-6:</td>
<td>The Specific Plan permits office, research and development, and light industrial uses in Smoky Hollow</td>
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<td>To encourage a mix of office and light industrial uses in industrial areas</td>
<td>The Specific Plan contains strategies and specific actions to provide and finance public infrastructure. The proposed infrastructure includes, streetscape improvements along most streets in the plan area, additional on-street parking and possible off-street parking structures, additional bicycle facilities, and additional open space. Some of the implementation and financing actions include completing a detailed Engineering Study to determine the costs of major infrastructure project, completing a revenue projections study, securing grant funding, and establishing funding mechanisms such as a Business Improvement District (BID) or a Parking Benefit District (PBD)</td>
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<td>Goal LU7 (Provision of Quality Infrastructure) and Objective LU7-1:</td>
<td>The City plans to invest in infrastructure, such as on-street parking, streetscape improvements, landscaping, bicycle facilities, which encourage more commercial and industrial development near the City’s residential core</td>
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<tr>
<td>To provide the highest and most efficient level of public services and public infrastructure financially possible</td>
<td>The Specific Plan permits more creative office uses, limited restaurants and accessory retail uses, which promotes the diversification of the City’s retail and commercial base</td>
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<td><strong>Economic Development Element</strong></td>
<td><strong>Circulation Element</strong></td>
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<td>Objective ED1-2:</td>
<td>Objective C2-1:</td>
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<td>to center diversification efforts on targeted industries that meet the City’s criteria for job creation, growth potential, fiscal impact, and fit with local resources</td>
<td>To support and encourage walking as a safe and convenient travel mode within the City’s circulation system</td>
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<td><strong>Objective ED2-1:</strong></td>
<td>Objective C2-2:</td>
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<tr>
<td>To strengthen partnerships between local government, the residential community, and El Segundo’s business community</td>
<td>To 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</td>
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<td>The City plans to invest in infrastructure, such as on-street parking, streetscape improvements, landscaping, bicycle facilities, which encourage more commercial and industrial development near the City’s residential core</td>
<td>The Specific Plan provides for shared bicycle lanes on Grand Avenue and a bike friendly street on Franklin Avenue that will improve cyclist safety and provide links to the east part of El Segundo and the Green Line rail stations</td>
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<td><strong>Goal C3 and Objective C3-1:</strong></td>
<td>The City prepared an Environmental Impact Report (EIR) evaluating the potential traffic impacts of the proposed land use changes and incorporating appropriate mitigation measures to reduce potentially significant impacts</td>
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<td>To ensure that potential circulation system impacts are considered when the City’s decision makers and staff are evaluating land use changes</td>
<td><strong>Economic Development Element</strong></td>
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<td>The Specific Plan permits more creative office uses, limited restaurants and accessory retail uses, which promotes the diversification of the City’s retail and commercial base</td>
<td>The Specific Plan provides for shared bicycle lanes on Grand Avenue and a bike friendly street on Franklin Avenue that will improve cyclist safety and provide links to the east part of El Segundo and the Green Line rail stations</td>
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<td>The Specific Plan includes improvements such as sidewalk widening, street trees, and traffic calming measures to encourage and make walking safe within Smoky Hollow</td>
<td>The City prepared an Environmental Impact Report (EIR) evaluating the potential traffic impacts of the proposed land use changes and incorporating appropriate mitigation measures to reduce potentially significant impacts</td>
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Objective C3-2: To ensure the consideration of the impacts of land use decisions on the City’s parking situation

The Specific Plan’s parking requirements take into account the potential parking demand from anticipated development in the plan area. In addition, the plan contains strategies to provide more public parking and to encourage the use of alternatives modes of travel to and from the plan area.

Housing Element
Goal No. 3 and Program No. 5: Provision of adequate sites

The Specific Plan will continue to permit caretaker units as accessory uses at a ratio of one unit per legal building site or business establishment, whichever is larger.

Open Space Element
Goal OS1: To 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 Specific Plan contains minimum open space requirements for all development on private property and incentives for exceeding the minimum requirements and providing publicly accessible open space.

Conservation Element
Goal CN 5: To develop programs to protect, enhance, and increase the amount and quality of the urban landscape to maximize aesthetic and environmental benefits

The Specific Plan contains strategies and planned improvements to increase the landscaping and street trees throughout the plan area.

Air Quality Element
Goal No. AQ4: To promote non-motorized transportation

The Specific Plan contains strategies to encourage the development of high quality pedestrian and bicycle facilities to link the entire plan area internally, and connect to the Downtown and other key locations in the City.

Goal No. AQ9: To reduce the length of vehicle trips

The Specific Plan contains strategies to establish a shuttle bus system to transport employees and El Segundo residents between the east and west sides of the City.

Noise Element
Goal N1: To provide a noise-safe environment and Objective No. N1-2 to ensure that City residents are not exposed to stationary noise levels in excess of El Segundo’s Noise Ordinance standards

All new construction projects in the plan area shall be required to meet the City’s noise and vibration standards.

SECTION 4: Environmental Assessment. The City Council makes the following environmental findings based on the whole of the administrative record:

A. The City completed a Draft Environmental Impact Report (DEIR) for this project. A noticed Public Scoping meeting was held on April 21, 2017 pursuant to CEQA Guidelines §15083. A Notice of Preparation of the DEIR was circulated for public review from March 30, 2017 to May 1, 2017
pursuant to CEQA Guidelines §15082. A Notice of Completion for the DEIR was filed with the State Office of Planning and Research on March 8, 2018 pursuant to CEQA Guidelines §15085. The public comment and review period for the DEIR was open between March 8, 2018 and April 23, 2018 in compliance with CEQA Guidelines §15087. In response to comments received during the public review period, staff conducted additional analysis. The analysis found additional significant transportation and traffic impacts. As a result, the DEIR Transportation and Traffic section was revised and recirculated for public review pursuant to CEQA Guidelines §15088.5. The second public comment and review period for the DEIR was open between June 22, 2018 and August 6, 2018;

B. The Final EIR, attached hereto as Exhibit A and incorporated by reference, was presented to the City Council and each Council member independently reviewed and considered the FEIR and its appendices prior to reaching a decision on the Project. Furthermore, each Council member reviewed and considered the testimony and other additional evidence presented at or prior to the public hearing on August 21, 2018;

C. The Final EIR 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 FEIR 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. Pursuant to Public Resources Code section 21081(b) and Section 15093 of the CEQA Guidelines, the City Council has weighed the benefits of the amended Smoky Hollow Specific Plan against the unavoidable, unmitigatable adverse impacts associated therewith and determines that the adoption and implementation of the Specific Plan would be the most desirable and appropriate action.

E. The project will result in the following unavoidable significant adverse impacts after mitigation:

1. Greenhouse gas emissions (GHG). Assembly Bill 32, Senate Bill 32, and Executive Order S-03-05 set State goals for GHG emissions reductions of 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050. Based on these goals, GHG emissions in Smoky Hollow should be 60 percent below 1990 levels by 2040, which is the anticipated build-out year. The analysis in the EIR anticipates substantial reductions in the amount of GHG emissions in Smoky Hollow by 2040, however, those reductions will not meet the State goals. As a result, for the purposes of CEQA analysis, the proposed Specific Plan
will have a significant and unavoidable impact with regard to GHG emissions.

2. Noise. Implementation of the Specific Plan will result in short- and long-term changes to the ambient noise environment in the planning area. The short-term changes would result from intermittent construction activities as existing buildings are improved and new buildings erected in the area. Long term changes would result from changes in land uses and from changes in traffic volumes. The analysis in the EIR anticipates that the increased traffic volumes would result in significant unavoidable impact with respect to the exterior noise levels for commercial and industrial uses. The permitted level is 75 dBA and the EIR estimates those levels to be up to 75.4 dBA in two areas along Sepulveda Boulevard.

3. Traffic. The traffic analysis in the EIR evaluated the potential traffic impacts of the anticipated development over the next 20 years on 15 street intersections in and around the Specific Plan. The analysis concluded that in combination with ambient growth in traffic volumes, the Specific Plan will result in significant impacts by the year 2040 at two of the intersections studied: Pacific Coast Highway/Grand Avenue and Pacific Coast Highway/El Segundo Boulevard. The traffic analysis proposes mitigation measures to reduce the impact levels at these intersections. With the incorporation of mitigation measures the impact levels would be reduced, however, the impact level at the Pacific Coast Highway/El Segundo Boulevard intersection would still be considered significant and unavoidable based on the Los Angeles County’s Congestion Management Program (CMP) thresholds. That impact would be significant and unavoidable both in the AM and PM peak traffic periods.

4. Additional Traffic Analysis. In response to comments received during the initial public review and comment period, additional traffic analysis was performed that identified significant impacts at three additional intersections: a) Pacific Coast Highway and Imperial Highway, b) Nash Street and Imperial Highway, and c) Parkview Drive North and Atwood Way. A mitigation measure has been added to the EIR to reduce impacts to those intersections. However, the impacts will remain significant and unavoidable.

F. The City Council weighed and considered the project’s benefits against its significant and unavoidable impacts. The City Council finds that the project’s benefits outweigh the significant and unavoidable impacts and, therefore, that those impacts are acceptable in light of the project’s benefits. The City Council 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 project's significant and unavoidable impacts related to greenhouse gas emissions, noise, and transportation and traffic. The project will provide several public benefits, including the following:

1. Foster economic development through policies that stimulate and encourage the development of new and creative uses consistent with current trends that have proven successful in many communities across southern California.

2. Stimulate business retention, job creation, and a broadening tax base.

3. Promote healthy and active lifestyles through design regulations and transportation improvements that enhance pedestrian and bike safety access to the Smoky Hollow area.

4. Provides a comprehensive update to the Smoky Hollow Specific Plan, last adopted in 1986, to reflect the community's values and vision for this area of the City. The Plan includes creative new policy directives that will guide development and redevelopment over the next several years and revitalize an underused area of the City with great potential.

5. 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.

G. The 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 City Council 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.

H. Based on the foregoing, and on the evidence in the record as a whole, the City Council 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 greenhouse gas, noise, and transportation and traffic impacts are acceptable due to the factors described above.
Based on the foregoing, on the findings and conclusions set forth in Exhibit C (Findings of Fact and Statement of Overriding Considerations), and on the evidence in the administrative record as a whole, the City Council adopts a Statement of Overriding Considerations and approves the project notwithstanding its significant, unavoidable impacts.

SECTION 5: Approvals.

A. The City Council hereby certifies a Final Environmental Impact Report for Environmental Assessment No. 1011 as set forth in Exhibit A;
B. The City Council adopts a Mitigation Monitoring and Reporting Program (MMRP) set forth in attached Exhibit B;
C. The City Council adopts findings of fact and a Statement of Overriding Considerations incorporating the facts set forth in Section 6 of this resolution and attached hereto as Exhibit C; and
D. The City Council adopts and approves General Plan Amendment No. GPA 13-01 as set forth in attached Exhibits D through G; and

SECTION 6: Exhibits. There are nine exhibits to this Resolution, each of which is incorporated herein by this reference. They are as follows:

Exhibit A: Final Environmental Impact Report
Exhibit B: Mitigation Monitoring and Reporting Program
Exhibit C: Findings of Fact and Statement of Overriding Considerations
Exhibit D: General Plan Land Use Map Amendments
Exhibit E: General Plan Land Use Designation Descriptions
Exhibit F: General Plan Land Use Plan Existing Trends Buildout
Exhibit G: General Plan Land Use Plan Excerpt
Exhibit H: Smoky Hollow Specific Plan 2018
Exhibit I: Specific Plan Boundary Changes

SECTION 7: 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 City Council in all respects and are fully and completely supported by substantial evidence in the record as a whole.

SECTION 8: 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 9: 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 10: This Resolution will take effect immediately and remain effective until superseded by a subsequent resolution.

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, approved and adopted by said City Council at a regular meeting held on the ___ day of ____________, 2018, approved and signed by the Mayor, and attested to by the City Clerk, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

__________________________
Tracy Weaver, City Clerk

APPROVED AS TO FORM:
MARK D. HENSLEY, City Attorney

__________________________
David King, Assistant City Attorney
RESOLUTION NO. ___

EXHIBIT A

FINAL ENVIRONMENTAL IMPACT REPORT

Due to its size, the Smoky Hollow Environmental Impact report is available electronically only on the City’s website at the following location:

https://www.elsegundo.org/depts/planningsafety/planning/smoky_hollow_specific_plan_update.asp

A hard copy of the Smoky Hollow Environmental Impact Report is also available upon request at the Planning and Building Safety Department and at the El Segundo Public Library.

The Smoky Hollow Environmental Impact Report consists of the following documents:

A Draft Environmental Impact Report (DEIR),

A Revised and Re-circulated Transportation Chapter of the DEIR,

A Final Environmental Impact Report,

A Mitigation, Monitoring, and Reporting Program, and

Technical Appendices.
5.0 MITIGATION MONITORING AND REPORTING PROGRAM

This section identifies mitigation measures incorporated into the Smoky Hollow Specific Plan Update Draft EIR. The Mitigation Monitoring and Reporting Program (MMRP) that is included in this section of the FEIR identifies the significant impact, the related mitigation measure, the implementation entity, the monitoring and verification entity, and timing requirements. This MMRP was prepared in accordance with CEQA Guidelines Section 15074(d), which mandates the preparation of monitoring provisions for implementation of mitigation assigned as part of project approval and adoption.
<table>
<thead>
<tr>
<th>IDENTIFIED IMPACT</th>
<th>RELATED MITIGATION MEASURE</th>
<th>MONITORING</th>
<th>VERIFICATION</th>
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<tbody>
<tr>
<td>BIOLOGICAL RESOURCES</td>
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<tr>
<td>Potential Impacts on Special-Status Species Potential</td>
<td>BIO MM 7-1:</td>
<td>Project Proponent</td>
<td>City of El Segundo Planning Division</td>
</tr>
<tr>
<td>Potential Impacts on Nesting Birds. Potential</td>
<td></td>
<td>Prior to grading, demolition or construction</td>
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<tr>
<td>Impacts on Migratory Birds.</td>
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<tr>
<td>Potential Impacts on Special-Status Species Potential</td>
<td>BIO MM 7-2:</td>
<td>Project Proponent</td>
<td>City of El Segundo Planning Division</td>
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<tr>
<td></td>
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<td>Prior to demolition, grading or construction (if nesting birds are</td>
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<tr>
<td>IDENTIFIED IMPACT</td>
<td>RELATED MITIGATION MEASURE</td>
<td>MONITORING</td>
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<td></td>
<td>surveys result in the location of active nests, no grading, vegetation removal, or heavy equipment activity shall take place within an appropriate setback from occupied nests as determined by a qualified biologist. Protective measures (e.g., established setbacks) shall be required to ensure compliance with the Migratory Bird Treaty Act and California Fish and Game Code requirements. The qualified biologist shall serve as a construction monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts occur. A report of the findings, prepared by a qualified biologist, shall be submitted to the CDFW prior to construction-related activities that have the potential to disturb any active nests during the nesting season.</td>
<td>Division</td>
<td>found)</td>
</tr>
</tbody>
</table>
### 5.0 Mitigation Monitoring and Reporting Program

<table>
<thead>
<tr>
<th>IDENTIFIED IMPACT</th>
<th>RELATED MITIGATION MEASURE</th>
<th>MONITORING</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td>Implementation Entity</td>
<td>Monitoring and Verification Entity</td>
</tr>
<tr>
<td>CULTURAL AND HISTORIC RESOURCES</td>
<td>CULT MM 8-1: Adverse Change in the Significance of a Historic Resources</td>
<td>Project Proponent</td>
<td>City of El Segundo Planning Division</td>
</tr>
</tbody>
</table>

Prior to issuing any permit for demolition or redevelopment of a building in the Specific Plan area that is 50 years old or greater, an assessment of the building must take place by a person who meets the Secretary of the Interior's Professional Qualifications and Standards for history, architectural history, architecture, or historic architecture to assess if it meets the criteria for inclusion on a historic register. If a building meets the criteria for inclusion on the California or National registers, the City will have to prepare and file a completed DPR 523 form with the South Central Coastal Information Center and the California Office of Historic Preservation, and the building will be treated as a historic resource under CEQA, subject to all regulations that relate to the treatment of historic resources.
<table>
<thead>
<tr>
<th>IDENTIFIED IMPACT</th>
<th>RELATED MITIGATION MEASURE</th>
<th>MONITORING</th>
<th>VERIFICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adverse Change in the Significance of Archaeological, paleontological or Tribal Cultural Resources</td>
<td>CULT MM 8-2: Prior to the commencement of grading or demolition of subsurface structures, a professional archaeologist who meets U.S. Secretary of the Interior's Professional Qualifications and Standards, shall conduct a brief archaeological and paleontological informational session for construction personnel. The training session may consist of an in-person meeting or a written handout describing: (1) how to identify archaeological and paleontological resources that may be encountered during earth-moving activities and (2) the procedures to be followed in such an event, including contact information for the appropriate entities if archaeological or paleontological resources are discovered.</td>
<td>Implementation Entity: Project Proponent</td>
<td>Monitoring and Verification Entity: City of El Segundo Planning Division</td>
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<tr>
<td>Adverse Change in the Significance of an Archaeological, Paleontological or</td>
<td>CULT MM 8-3: In the event that archaeological or paleontological resources are</td>
<td>Implementation Entity: Project Proponent</td>
<td>Monitoring and Verification Entity: City of El Segundo Planning Division</td>
</tr>
<tr>
<td>IDENTIFIED IMPACT</td>
<td>RELATED MITIGATION MEASURE</td>
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<tr>
<td>Tribal Cultural Resource</td>
<td>unearthed during ground-disturbing activities, the ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet shall be established around the find, where construction activities will not be allowed to continue until a qualified archaeologist or paleontologist has examined the newly discovered artifact(s) and has evaluated the area of the find. Work shall be allowed to continue outside the buffer area. If the archaeologist identifies the find as a tribal cultural resource or suspects it to be a tribal cultural resource, the City will contact the Native American Heritage Commission (NAHC) to report the discovery, and will contact local Native American tribal representatives as directed by the NAHC. Should the newly discovered artifact(s) be determined to be a tribal cultural resource, Native American construction monitoring will be initiated. The City shall coordinate with the archaeologist and tribal representative(s) to develop an appropriate treatment plan.</td>
<td></td>
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</table>
**5.0 Mitigation Monitoring and Reporting Program**

<table>
<thead>
<tr>
<th>IDENTIFIED IMPACT</th>
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<tr>
<td></td>
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<td>Implementation Entity</td>
<td>Monitoring and Verification Entity</td>
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<tr>
<td><strong>TRANSPORTATION AND TRAFFIC</strong></td>
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<tr>
<td>Conflict with Measures of Effectiveness for the Performance of the Circulation System</td>
<td><strong>MM TR 18-1</strong></td>
<td>City of El Segundo</td>
<td>City of El Segundo Planning Division</td>
</tr>
<tr>
<td></td>
<td>Improvement to the impacted intersections will be performed as follows at the time the City determines that such improvements are needed to maintain desired levels of service:</td>
<td></td>
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<tr>
<td></td>
<td>- Sepulveda Boulevard/Grand Avenue: New right-turn overlap phases on all approaches.</td>
<td></td>
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<tr>
<td></td>
<td>- Sepulveda Boulevard/El Segundo Boulevard: Second eastbound left-turn lane, new right-turn overlap phase at northbound approach.</td>
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<td></td>
<td>Prior to the issuance of a certificate of occupancy, individual development projects that would result in a net increase in vehicle trips, as determined by the City based on project-specific traffic studies, will be required to pay to the City of El Segundo a fair-share contribution for the above improvements.</td>
<td></td>
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</tbody>
</table>

City of El Segundo | Smoky Hollow Specific Plan Update FEIR
### Identified Impact

**The City shall have the responsibility of ensuring that the improvements specified above will be constructed at that point in time necessary to avoid identified significant impacts.**

**MM TR 18-2**

**Conflict with Measures of Effectiveness for the Performance of the Circulation System**

- No fair-share funding agreements or mechanisms are in place or currently available that would allow the City to contribute to specific Caltrans projects in the vicinity of the plan area. As future development occurs within the Smoky Hollow Specific Plan that would trigger thresholds for additional CEQA analysis, the City will contact Caltrans to discuss traffic study requirements, mitigation, and possible fair-share funding contributions.

<table>
<thead>
<tr>
<th>IDENTIFIED IMPACT</th>
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<td>City of El Segundo Planning Division</td>
</tr>
</tbody>
</table>
RESOLUTION NO. ____

EXHIBIT C

CEQA FINDINGS OF FACT AND

STATEMENT OF OVERRIDING CONSIDERATIONS
Smoky Hollow Specific Plan: Findings of Fact and Statement of Overriding Considerations

1 OVERVIEW AND INTRODUCTION

These Findings of Fact and this Statement of Overriding Considerations are made with respect to the Smoky Hollow Specific Plan (the "Project"), which updates the existing Smoky Hollow Specific Plan, and state the findings of the City Council of the of the City of El Segundo (the "City") relating to the potentially significant environmental effects of the Project.

The following Findings of Fact and Statement of Overriding Considerations as well as a Mitigation Monitoring and Reporting Program ("MMRP") are required by the California Environmental Quality Act ("CEQA"), California Public Resources Code Section 21081, 21081.5 and 21081.6, and Title 14, California Code of Regulations (the "CEQA Guidelines") Sections 15091 through 15093, for the Project.

This document provides the findings required by CEQA and the CEQA Guidelines and the specific reasons for finding the Project acceptable notwithstanding that the Project results in significant impacts that are infeasible to mitigate.

Program Environmental Impact Report (EIR)

According to Section 15168 of the CEQA Guidelines, a program EIR is an EIR that may be prepared on a series of actions that can be characterized as one large project and that are related either geographically or as logical parts in the chain of contemplated actions. Program EIRs may provide a number of advantages, including that they provide occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action, they ensure consideration of cumulative impacts that might be slighted on a case-by-case analysis, they avoid duplicative reconsideration of basic policy considerations, and they allow lead agencies to consider broad policy alternatives and program-wide mitigation measures at an early time when there is greater flexibility to deal with basic problems and cumulative impacts.

This City Council concludes that the updated Smoky Hollow Specific Plan is a large project the components of which are related both geographically and as logical parts in the chain of contemplated actions to achieve the City's future vision and creates the framework for economic development, mobility improvements, and balancing the community's desires regarding sustainability, City services, public improvements, and public and private amenities within the Specific Plan area. The City Council, therefore, further concludes that the Smoky Hollow Specific Plan is appropriately assessed under CEQA by way of a program EIR, which the City has prepared.

2 PROJECT DESCRIPTION

The existing Smoky Hollow Specific Plan was adopted and the EIR certified by the City on January 7, 1986. This proposed project represents a comprehensive amendment and update to the adopted Specific Plan. The Smoky Hollow Specific Plan area comprises 120 acres in the central portion of the City of El Segundo. Smoky Hollow is near the downtown El Segundo Main Street.
Corridor, well-established neighborhoods, large aerospace and engineering corporations, and the Chevron Oil refinery. The Smoky Hollow Specific Plan area is configured in an east-west orientation and is bounded by Indiana Street and Sepulveda Boulevard to the east, downtown El Segundo to the west, the Chevron refinery (and El Segundo Boulevard) to the south, and residential neighborhoods to the north (generally north of Franklin Avenue on the western half and Grand Avenue on the east). The Smoky Hollow area contains 329 parcels encompassing 94.3 net acres (not including street rights-of-way). The Smoky Hollow Specific Plan update area is currently developed with approximately 2.46 million square feet of building area, mainly consisting of industrial and office land uses.

The project is in an urbanized and industrial environment situated on gently rolling hills. The Chevron Oil refinery, located to the south of the Specific Plan area, is a large industrial facility with towers, reservoirs, an electrical substation, offices, and other facilities typical of a refinery. The Specific Plan area was developed predominantly in the 1950s when manufacturing and refinery-related businesses were established due to the desirable location near the Chevron refinery, the aerospace industry, and transportation opportunities provided by LAX. After a long period of inactivity, new developments and businesses have begun to move into the Specific Plan area. Demand has largely come from technology and creative firms, including architecture, real estate, furniture, manufacturing, and digital advertising firms.

The proposed update of the Smoky Hollow Specific Plan would generally provide for the reuse and focused redevelopment of properties within the 120-acre plan area at higher intensities, and would allow for a greater proportion of office and research and development land uses compared to the existing light industrial uses. The update also provides for improvements to the circulation system, increased on-street parking, streetscape improvements, and enhanced development standards and design guidelines.

The Smoky Hollow Specific Plan is a “specific plan,” which is one of several policy and regulatory tools used by the City of El Segundo to implement the City’s General Plan. A specific plan implements the General Plan through the establishment of more detailed policies, regulations, and actions specifically focused on the Smoky Hollow Specific Plan area. Because the Plan is a specific plan, State law requires the document to be consistent with the City’s General Plan, including all goals, policies, objectives, and standards contained in the General Plan.

The City’s objectives for the proposed Specific Plan update are as follows:

1. Facilitate Smoky Hollow as an employment center and business incubator district with an appropriate mix of industrial, office, and employment-supporting uses that will reflect market conditions.
2. Promote a vibrant Smoky Hollow that attracts creative and cutting-edge businesses to the area and addresses identified constraints to the retention and growth of local businesses.
3. Establish development standards and design guidelines that promote high-quality project designs that are attractive, functional, and create a sense of place that reflects Smoky Hollow’s unique and eclectic charm, character, and highly-valued sense of history and authenticity.
4. Provide for an attractive and distinct image for the district by creating a walkable, cohesive, and enduring built environment with enhanced streetscapes, intimate outdoor spaces, pedestrian-oriented building form, and architecture that respects and supports the area’s existing industrial character.
5. Develop parking and mobility solutions that address parking needs, including the maximization of curb-side parking resources and transportation demand management strategies.

6. Support infrastructure improvements that help create a comfortable walking and biking environment and enhance connectivity to Main Street, destinations on Sepulveda Boulevard, and the Metro Green Line.

7. Identify and provide for implementation of capital improvement projects and investments to realize the vision of the Smoky Hollow Specific Plan.

The Specific Plan update establishes land use, transportation, infrastructure, economic development, and urban design strategies to promote an eclectic incubator district providing opportunities for businesses to thrive in a creative, innovative, and dynamic environment. The Specific Plan values the innovative characteristics of the creative sector cluster that has begun to emerge in the existing industrial district, providing better public amenities and an infrastructure that aids the creation of an exciting community space.

Private Realm Strategies

The Specific Plan sets development maximums and height limits for each zone. In the event of a conflict between the provisions of the Specific Plan and the provisions of El Segundo Municipal Code (ESMC) Title 15, the provisions set forth in the Smoky Hollow Specific Plan govern. The Specific Plan includes four land use zones: Smoky Hollow-West, Smoky Hollow-East, Parking, and Public Facility.

- The purpose of the Smoky Hollow - West (SH-W) zoning district is to encourage a range of small business and incubator industrial uses including light industrial activities and research, creative office, and technological uses.

- The Smoky Hollow - East (SH-E) zoning district provides a transitional land use area between higher-intensity office uses east of Sepulveda Boulevard and the smaller, single-parcel industrial and creative businesses of the western portion of the Smoky Hollow area. The SH-E zoning district provides for the development of incubator industrial, research, and technological uses; medium-sized light industrial and manufacturing; and creative office activities.

- The Public Facilities (PF) zoning district provides property for public land uses necessary to support community needs within the City, including libraries, community facilities, schools, and utilities. In Smoky Hollow, public facility uses are limited to the County of Los Angeles Flood Control District facility at the southwest corner of Grand Avenue and Center Street, and the City's maintenance yard.

- The Parking (P) zoning district identifies land that is currently or expected to be used in the future as a parking facility, including surface lots and parking structures. The P zoning district also allows for accessory retail and service uses at the ground floor level, to encourage and activate the pedestrian experience.

The proposed Specific Plan update allows flexibility between a variety of commercial and industrial uses and provides new development standards for redevelopment and rehabilitation of existing structures. Building heights are limited to 35 feet in all zones. With the provision of community benefits, such as public parking and public open space, the maximum height limit is
50 feet. The maximum FAR is 1.0 in the SH-E zone and 0.75 in the SH-W zone. In both zones, additional FAR may be granted to development projects that provide community benefits; however, the maximum height limit of 50 feet may not be exceeded. The FAR will be calculated based on gross building square footage, rather than net building square footage; this represents a modification from the City's current practice. A General Plan amendment will also be required to allow this increase in development capacity and provide consistency with the Specific Plan.

The development and design standards are established to:

- Encourage the reuse and preservation of existing building sites that contribute positively to the visual and functional character of the area
- Enhance investment and development potential through higher-intensity development while respecting the area's physical form and eclectic, creative character
- Emphasize flexibility, creativity, and innovation to attract desired uses
- Differentiate between the smaller scale block-and-lot patterns of the western portion of the district and the larger scale block-and-lot patterns of the eastern portion to conserve opportunities for a variety of business types and maintain the sense of district authenticity
- Address parking needs while limiting the proliferation of surface lots and maintain parking regulations that allow for better site design and maximum site utility
- Identify standards and guidelines for on-site open space and encourage the retention and/or development of offsite open spaces that serve the Smoky Hollow District
- Preserve Smoky Hollow's existing character through the use of compatible architectural features, materials, and details
- Foster streetscape and landscape amenities that allow for small-scale, informal gathering, both within sites and along public rights-of-way, especially sidewalks, street corners, and along Franklin Avenue
- Develop more accessible and street-side public open space. Buildings fronting public sidewalks, and specifically buildings fronting Franklin Avenue, should provide sidewalk-oriented entries and small-scale gathering opportunities
- Anticipate and facilitate emerging sidewalk and pedestrian activity, reuse of alleys, and ensure access to all transit modes through project designs, orientation, and spaces
- Encourage active and passive environmental design strategies that conserve natural resources

Public Realm Strategies

The public realm improvement strategies establish street standards and guidelines to ensure long-term provision of pedestrian-oriented sidewalks, landscape amenities, and active transportation infrastructure that encourages walking and biking, and maximization of curb-side
parking resources throughout Smoky Hollow. Addressing the lack of adequate sidewalks and basic streetscape facilities is a key Specific Plan objective.

**El Segundo Boulevard:** Transformative strategies for El Segundo Boulevard aim to increase parking and improve the pedestrian environment. In the short term, the 60-foot right-of-way will be restriped to accommodate an eight-foot parking lane on the north side of the roadway. This change does not require any widening and maintains the existing four lane configuration solely by reducing lane widths. It is estimated this adjustment would yield approximately 100 additional on-street parking spaces. In addition, high visibility crosswalks will be added to north/south streets near El Segundo Boulevard. In the longer term, additional improvements will remove the four-foot landscape strip on the south side of the roadway and widen the sidewalk on the north side to eight feet. This long-term reconfiguration will also provide new opportunities to build curb extensions, where the sidewalk and curb is extended into the parking lane.

**Grand Avenue:** Transformative strategies include a roadway reconfiguration to modify lane widths on Grand Avenue to provide additional space for bicycles to share the road and narrowing internal travel lanes to encourage drivers to remain within the speed limit. The shared lanes will have identifying markings (sharrows) to indicate a shared lane environment for bicycles and automobiles.

**Franklin Avenue:** The transformative strategy for Franklin Avenue encourages land uses, activities, and pedestrian-oriented design standards that facilitate a shared sense of space. In the near term, this can be accomplished affordably by restriping the existing roadway and painting creative crosswalks and paintings within the roadway. In addition, parklets on Franklin Avenue will allow for outdoor conference rooms and casual meeting places.

In the long term, Franklin Avenue is envisioned as a creative space that merges the boundary between sidewalk and street to provide a common public space shared by pedestrians, cyclists and low-speed vehicles. Such streets, called “woonerfs”, or living streets, are pedestrian-oriented travel ways. The long-term concept for Franklin Avenue includes two multi-modal lanes shared by automobiles and cyclists, parking lanes that integrate storm water planters and street trees, and two six-foot curbless sidewalks. Franklin Avenue enhancements will include the addition of tree and storm water planters among the parking rows, enhanced street paving, and improved crosswalks and pedestrian lighting.

**North/South Streets:** Thirteen side streets run perpendicular to the three east/west streets in the Specific Plan area. The key transformative strategy for north/south streets in Smoky Hollow is a reconfiguration of the majority of these streets to a one-way direction to increase the supply of on-street parking. A conceptual roadway configuration is identified in the Specific Plan; orientation is optimized based on the potential to increase on-street parking spaces due to street and driveway configurations. As designed, no more than two streets in a row would be oriented in the same direction. Streets will be reconfigured to one 20-foot one-way travel lane and one 20-foot 60-degree angled parking lane. Sidewalk widths remain the same. Long term enhancements will include the addition of tree and storm water planters among the parking rows and opportunities for parklet installations.

**Alleys:** While most alleys in Smoky Hollow will continue to serve a primary function of access to properties for parking, trash, and loading as needed, flexibility in development standards facilitates the use of loading spaces located off alleys for alternative temporary uses such as picnic areas, removable landscape amenities, public recreation, or art.
**Development Capacity:** Based on growth projections provided by the Southern California Association of Governments (SCAG), the proposed components of the Smoky Hollow Specific Plan, and an analysis of existing underutilized sites that may redevelop, a development capacity has been forecast through a project horizon year of 2040 (shown in Table 1).

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Existing Overall Intensity</th>
<th>2040 Overall Intensity</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office</td>
<td>330,607 sf</td>
<td>1,544,358 sf</td>
<td>+1,213,751 sf</td>
</tr>
<tr>
<td>Research and Development</td>
<td>110,202 sf</td>
<td>514,786 sf</td>
<td>+404,584 sf</td>
</tr>
<tr>
<td>Light Industrial</td>
<td>1,901,602 sf</td>
<td>777,900 sf</td>
<td>-1,123,702 sf</td>
</tr>
<tr>
<td>Commercial</td>
<td>84,445 sf</td>
<td>106,906 sf</td>
<td>22,461 sf</td>
</tr>
<tr>
<td>Public Facilities</td>
<td>29,060 sf</td>
<td>29,060 sf</td>
<td>0 sf</td>
</tr>
<tr>
<td>Parking</td>
<td>900 sf</td>
<td>900 sf</td>
<td>0 sf</td>
</tr>
<tr>
<td>Residential uses</td>
<td>9 units</td>
<td>15 units*</td>
<td>+6 units</td>
</tr>
<tr>
<td><strong>Total Building Area</strong></td>
<td><strong>2,456,816 sf</strong></td>
<td><strong>2,973,910 sf</strong></td>
<td><strong>517,094 sf</strong></td>
</tr>
</tbody>
</table>

The City estimates that the Specific Plan update will support total gross property development of up to 2.97 million square feet of office, industrial, and public facility building space through 2040. The Specific Plan update would support a total net increase of approximately 517,094 square feet of office, commercial, and industrial uses. Also, as illustrated in Table 1, there would be a substantial shift in uses from Light Industrial to Office, and Research and Development. The addition of six residential units (allowed only as caretaker units to industrial or commercial uses) is projected to be built, based on past development trends and allowed uses.

**General Plan Amendment:** The project will also include a General Plan amendment to revise the land use category of certain properties to match the new Specific Plan boundary; certain properties on Grand Avenue that have been redeveloped with residential buildings will be removed from the Specific Plan area. Additional areas currently designated as Parking and Public Facility will be added to the Specific Plan area. In addition to these map changes, the description for “Smoky Hollow Mixed Use” land use designation will be revised to increase the maximum FAR for commercial and industrial development, consistent with the zone districts indicated in the Smoky Hollow Specific Plan amendment, up to a FAR of 1.0. The General Plan amendment will also indicate that the FAR may be increased up to 1.5 if a Community Benefits Plan is approved by the Planning Commission or may exceed 1.5 if a Community Benefits Plan is approved by the City Council; however, in no case shall any development exceed 50 feet in height. The Smoky Hollow Mixed-Use land use designation will be further revised to remove discussion of allowed residential uses, as new multi-family residential uses will not be allowed.

### 3 RECORD OF PROCEEDINGS

For purposes of CEQA and these Findings of Fact and Statement of Overriding Considerations, the Record of Proceedings for the Project consists, without limitation, of the following documents:

- The Notice of Preparation ("NOP") and all other public notices issued by the City in conjunction with the Project;

Findings and Statement of Overriding Considerations

- All comments submitted by public agencies or members of the public during the 47-day public comment period for the DEIR that began on March 8, 2018 and ended on April 23, 2018 except those comments that addressed the subject matter included in the recirculated Draft EIR;

- The Smoky Hollow Specific Plan Update Recirculated Revised Draft Environmental Impact Report (Recirculated DEIR) dated June 22, 2018;

- All comments submitted by public agencies or members of the public during the 46-day public comment period for the Recirculated Revised DEIR that began on June 22, 2018 and ended on August 6, 2018;

- The Smoky Hollow Specific Plan Update Final Environmental Impact Report (including Response to Comments), dated August 8, 2018;

- All comments and correspondence submitted to the City with respect to the Project, in addition to timely comments on the DEIR and the Recirculated Revised DEIR;

- The Mitigation Monitoring and Reporting Program (MMRP) for the Project;

- All findings and resolutions adopted by City decision makers in connection with the Project, and all documents cited or referred to therein;

- All reports, studies, memoranda, staff reports, maps, exhibits, illustrations, diagrams or other planning materials relating to the Project prepared by the City or by consultants to the City, or responsible or trustee agencies and submitted to the City or responsible or trustee agencies, with respect to the City's compliance with the requirements of CEQA and with respect to the City's actions on the Project;

- All documents submitted to the City by other public agencies or members of the public in connection with the Project;

- Minutes, as available, of all public meetings and public hearings held by the City in connection with the Project;

- Any documentary or other evidence submitted to the City at such information sessions, public meetings, and public hearings;

- Matters of common knowledge within the City, including, but not limited to those cited above; and

- Any other materials required to be in the record of proceedings by Public Resources Code Section 21167.6, subdivision (e).

The Draft EIR, Final EIR, and administrative record for the Smoky Hollow Specific Plan update project are available for review upon request at:

City of El Segundo
Planning Division
350 Main Street
El Segundo, California 90245
The City Council has relied on all of the documents listed above in reaching its decision on the Project.

4 PROCEDURAL HISTORY

The City released a Notice of Preparation (NOP) on March 30, 2017 for the Smoky Hollow Specific Plan Update Draft EIR, and provided notice of a Public Scoping Meeting, which was held on April 12, 2017 at the El Segundo City Council Chambers.

Draft EIR

MIG Inc. prepared a DEIR for the Smoky Hollow Specific Plan Update, dated March 2018, under the direction of the City’s Director of Planning. A Notice of Completion and copies of the DEIR were delivered to the State Clearinghouse (SCH No. 2017031071) on March 8, 2018, and the DEIR was circulated for a duly noticed forty-seven-day public review period that began on March 8, 2018 and ended on April 23, 2018.

A Notice of Availability (NOA) for the DEIR was posted at the Los Angeles County Clerk’s Office and was mailed to a list of 29 government agencies, 9 neighboring cities, and 518 nongovernmental interested parties. The NOA was also posted at the City Hall.

As noted, the DEIR was distributed to public agencies, organizations, and interested parties for a 47-day commenting period. Hard copies and/or compact discs with electronic EIR files were distributed to the State Clearinghouse and the above-mentioned agencies, organizations, and interested parties, including Native American tribal representatives. A hard copy of the DEIR was also made available for review at City Hall. Upon completion of the public review and comment period, 7 comment letters were received.

Recirculated Draft EIR

MIG Inc. prepared a recirculated Revised DEIR for the Smoky Hollow Specific Plan Update, dated June 22, 2018, under the direction of the City’s Director of Planning. A Notice of Completion and copies of the DEIR were delivered to the State Clearinghouse (SCH No. 2017031071) on June 22, 2018, and the DEIR was circulated for a duly noticed forty-six-day public review period that began on June 22, 2018 and ended on August 6, 2018.

A Notice of Availability (NOA) for the DEIR was posted at the Los Angeles County Clerk’s Office and was mailed to a list of 29 government agencies, 9 neighboring cities, and 518 nongovernmental interested parties. The NOA was also posted at the City Hall.

As noted, the recirculated Revised DEIR was distributed to public agencies, organizations, and interested parties for a 46-day commenting period. Hard copies and/or compact discs with electronic EIR files were distributed to the State Clearinghouse and the above-mentioned agencies, organizations, and interested parties, including Native American tribal representatives. A hard copy of the recirculated Revised DEIR was also made available for review at City Hall. Upon completion of the public review period, no comment letters were received by the City on the recirculated Revised Draft EIR, although a letter dated June 25, 2018 was received from Andrew Salas, Chairman of the Gabrieleno Band of Mission Indians-Kizh Nation pertaining to ongoing AB 52 consultation for the Smoky Hollow Specific Plan update. This letter did not reference the recirculated Revised DEIR.
Final EIR

Written responses to all significant comments raised with respect to the environment were prepared and incorporated into the Final Environmental Impact Report (FEIR). Written responses to comments received from public agencies have been made available to those agencies at least 10 days before the City considers certification of the FEIR. The comments received on the DEIR and the Recirculated DEIR and their responses have been considered by the City Council in deciding to adopt the Smoky Hollow Specific Plan Update and certify the FEIR.

The Final EIR was released and distributed to public agencies and other commenters on the Draft EIR, and for public review, on August 9, 2018, more than 10 days in advance of the scheduled date of review and consideration by this City Council. The FEIR consists of the Draft EIR and the Recirculated Revised DEIR (both under separate cover), comments and recommendations received regarding the Draft EIR and the Recirculated Revised DEIR, a list of Draft EIR commenters, written responses to the comments received, and errata section showing changes and corrections to various DEIR sections.

As required by Public Resources Code Section 21081.6, a Mitigation Monitoring and Reporting Program (MMRP) has been prepared for consideration and adoption by the City Council.

The City Council considered adoption of the Smoky Hollow Specific Plan Update, certification of the Final EIR, these Findings of Fact and Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program (MMRP) at its public hearing on August 21, 2018. Notice of the City Council public hearing was duly given pursuant to the relevant provisions of California law, including the Brown Act.

5 FINDINGS OF FACT

Pursuant to Public Resources Code Section 21081 and CEQA Guidelines Section 15091, no public agency shall approve or carry out a project where an Environmental Impact Report ("EIR") has been certified that identifies one or more significant impacts on the environment that would occur if the project is approved or carried out, unless the public agency makes one or more findings for each of those significant impacts, accompanied by a brief explanation of the rationale of each finding. The possible findings, which must be supported by substantial evidence in the record, are:

1. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.
With respect to significant effects which were subject to finding (3) above, the public agency must find that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.

References for discussion of environmental impacts within the Final EIR are noted with each finding. Impact numbers refer to the section number and the threshold letter referenced in the Final EIR where the full discussion of impacts is included.

A. Effects Determined to Have No Impact or a Less than Significant Impact

The evaluation prepared in the Smoky Hollow Specific Plan EIR found and provided substantial evidence that certain impacts of the Smoky Hollow Specific Plan Update would have no impact or have impacts that are less than significant. The City Council agrees with the characterization of the FEIR with respect to all of the Smoky Hollow Specific Plan Update impacts identified as “resulting in no impact” or “less than significant” impacts and finds that those impacts have been described and analyzed accurately and are supported by substantial evidence as described in the FEIR. Reference should be made to the DEIR and FEIR for a more complete description of the findings regarding these impacts.

This finding applies to the evaluation of the potential impacts for the following items as further described in the DEIR, that the project will not:

**Aesthetics**

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- Substantially degrade the existing visual character or quality of the site/planning area or its surroundings.
- Create a new source of substantial light or glare which would adversely affect day or nighttime.

**Agricultural Resources**

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.
- Conflict with existing zoning for agricultural use, or a Williamson act contract.
- Conflict with existing zoning for, or cause rezoning of, forest (as defined in Public Resources Code Section 12220 (g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104 (g)).
- Result in loss of forest land or conversion of forest land to non-forest use.
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

**Air Quality**

- Conflict with or obstruct implementation of applicable air quality plan.
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).
- Exposure of sensitive receptors to substantial pollutant concentrations and Toxic Air Contaminants.
- Create objectionable odors affecting a substantial number of people.

**Biological Resources**

- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
- Have a substantial adverse effect on federally protected wetlands as defined by section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

**Cultural Resources**

- Disturb any human remains, including those interred outside of formal cemeteries.

**Geology and Soils**

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
Findings of Fact and Statement of Overriding Considerations

- Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. (Division of Mines and Geology Special Publication 42)

- Strong seismic ground shaking.

- Seismic-related ground failure, including liquefaction.

- Landslides.

- Result in substantial soil erosion or the loss of topsoil.

- Be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

- Be located on expansive soil, as defined by Table 18-1-B of the Uniform Building Code creating substantial risks to life or property.

- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

Greenhouse Gases

- Conflict with an applicable GHG reduction plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

- Result in a substantial increase in net energy demand or result in the use of fuel or energy in a wasteful manner.

Hazardous and Hazardous Materials

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.

- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in or outside the Planning Area.
Findings and Statement of Overriding Considerations

- For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in or outside the Planning Area.

- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

- Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

**Hydrology and Water Quality**

- Violate any water quality standards or waste discharge requirements.

- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).

- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.

- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site.

- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

- Otherwise substantially degrade water quality.

- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.

- Place within a 100-year flood hazard area structures which would impede or redirect flood flows.

- Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

- Expose people or structures to a significant risk of loss, injury or death resulting from inundation by seiche, tsunami, or mudflow.

**Land Use and Planning**

- Physically divide an established community.
Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.

Conflict with any applicable habitat conservation plan or natural community conservation plan.

**Mineral Resources**

- Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.
- Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

**Noise**

- Expose people to or generate excessive ground vibration or ground-borne noise levels
- Result in a substantial permanent increase in ambient noise levels in the Planning area vicinity above levels existing without the Plan.
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels; or
- For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.

**Population and Housing**

- Induce substantial population growth either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure).
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.
- Displace substantial numbers of people, necessitating the construction of replacement of housing elsewhere.

**Public Services and Recreation**

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:
  - Fire protection
  - Police protection
Findings and Statement of Overriding Considerations

- Schools
- Parks
- Other public facilities.

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Traffic and Circulation (Transportation/Traffic)

- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

- Result in inadequate emergency access.

- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Utilities and Service Systems

- Exceed wastewater treatment requirements of the Regional Water Quality Control Board.

- Require or result in the construction of new water or wastewater facilities, or expansion of existing facilities, the construction of which would cause significant environmental effects.

- Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.

- Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded water supply entitlements needed.

- Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

- Be served by a landfill with insufficient permitted capacity to accommodate the Planning Area’s solid waste disposal needs.

- Fail to comply with federal, state, and local statutes and regulations related to solid waste.

In addition, the EIR determined that potential impacts with respect to growth-inducing effects and irreversible environmental changes would be less than significant.
B. Impacts Determined to Be Less than Significant with Mitigation Incorporated

The Final EIR identifies the following significant environmental impacts associated with the Project. Based on the environmental analysis of the project and the identification of feasible mitigation measures, potentially significant impacts have been determined by the City to be reduced to a level of less than significant, and the City has found in accordance with Public Resources Code Section 21081(a)(1) and State CEQA Guidelines Section 15091(a)(1) that “changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.” The descriptions of the impacts in these findings are summary statements. Mitigation Measures are numbered to correspond to listings in the Draft EIR and Final EIR. Reference should be made to the Draft EIR and Final EIR for a more complete description.

Biological Resources

Section 7 (Biological Resources) of the EIR identifies potential significant impacts pertaining to nesting birds but concludes that impacts can be mitigated to less than significant levels.

| IMPACT 7.3.3 (a): Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. |

Substantial Evidence

Implementation of the proposed Specific Plan could result in impacts to nesting birds protected by the MBTA and the California Fish and Game Code if tree removal, trimming, or construction activities permitted within the plan area in association with a development project include the removal or trimming of trees with bird nests, or disturbance near nests leading to nest abandonment during the nesting season. Impacts to special status species and migratory birds would be considered significant if development under the proposed Specific Plan Update results in the “take” of special status species. There are no listed occurrences of special status species within the City limits, according to the California Natural Diversity Database. However common bird species are found throughout the city, and many of these migratory bird species are protected under the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code – for example, the American crow (Corvus brachyrhynchos). Without mitigation, potentially adverse impacts could occur to nesting birds that are affected by construction-related tree and vegetation removal and construction noise. Implementation of the following mitigation measures would reduce these potential impacts to less than significant because they would ensure that, if nesting birds that are covered by the MBTA and/or the Fish and Game Code are found on a construction site, protective measures would be implemented. As stated in section 7.3.3 of the DEIR, impacts will be less than significant with mitigation incorporated.

With regard to impacts to nesting birds, the following mitigation measures are required by the Smoky Hollow Specific Plan Update EIR:

(BIO MM 7-1)

To avoid impacts to nesting birds, construction activities and construction noise should occur outside the avian nesting season (prior to February 1 or after September 1). If construction and construction noise occurs within the avian nesting season (during the period from February 1 to September 1), areas within
100 feet of a development site shall be thoroughly surveyed for the presence of nests by a qualified biologist no more than five days before commencement of any vegetation removal. If it is determined that the Project Site is occupied by nesting birds covered under the Migratory Bird Treaty Act, mitigation measure 7-2 shall apply.

(BIO MM 7-2)
If pre-construction nesting bird surveys result in the location of active nests, no grading, vegetation removal, or heavy equipment activity shall take place within an appropriate setback from occupied nests as determined by a qualified biologist. Protective measures (e.g., established setbacks) shall be required to ensure compliance with the Migratory Bird Treaty Act and California Fish and Game Code requirements. The qualified biologist shall serve as a construction monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts occur. A report of the findings, prepared by a qualified biologist, shall be submitted to the CDFW prior to construction-related activities that have the potential to disturb any active nests during the nesting season.

Finding
These mitigation measures will ensure that impacts to nesting birds will be less than significant. They will ensure that preventive/protective measures will be taken if nesting birds that are covered by the MBTA and/or the Fish and Game Code are found on a construction site. Based on substantial evidence in the EIR and the public record regarding impacts to nesting birds, the City hereby finds that changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment. Further evidence supporting the fact that the environmental effects related to nesting birds will be reduced to a less than significant level is provided in Chapter 7 of the EIR.

Historical/Cultural and Tribal Cultural Resources
Chapter 8 (Cultural and Tribal Cultural Resources) of the EIR identifies potential significant impacts pertaining to construction-related Cultural Resources impacts but concludes that impacts can be mitigated to less than significant levels.

| IMPACT 8.3.3 (a): Cause a substantial adverse change in the significance of a historic resource pursuant to CEQA Guidelines Section 15064.5. |

Substantial Evidence
Future development enabled by the adoption of the Smoky Hollow Specific Plan Update could impact historic resources (typically at least 50 years old) where new development supplants older development. Adverse modification of historic resources may also occur if appropriate restoration methods are not implemented, thereby permanently altering the historic character of the resource. Impacts associated with the destruction or alteration of historic resources can affect a city’s sense of place and lose important information relevant to the city, the region, and/or State history. Any modification, redevelopment, or demolition of a building or structure that meet the criteria to be considered a historic resource could result in significant impact under CEQA if proper treatment does not occur

With regard to impacts to historic resources, the following mitigation measure are required by the Smoky Hollow Specific Plan Update EIR:
(CULT MM 8-1)
Prior to issuing any permit for demolition or redevelopment of a building in the Specific Plan area that is 50 years old or greater, an assessment of the building must take place by a person who meets the Secretary of the Interior’s Professional Qualifications and Standards for history, architectural history, architecture, or historic architecture to assess if it meets the criteria for inclusion on a historic register. If a building meets the criteria for inclusion on the California or National registers, the City will have to prepare and file a completed DPR 523 form with the South Central Coastal Information Center and the California Office of Historic Preservation, and the building will be treated as a historic resource under CEQA, subject to all regulations that relate to the treatment of historic resources.

Finding
This measure will prevent the modification, redevelopment, or demolition of a historic resource without proper treatment. Based on substantial evidence in the EIR and the public record regarding impacts to historical resources, the City hereby finds that changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment. Further evidence supporting the fact that the environmental effects related to historical resources will be reduced to less than significant levels is provided in Chapter 8 of the EIR.

IMPACT 8.3.3 (b): Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.

Substantial Evidence
Future development within the planning area of the Specific Plan Update could impact archaeological resources where excavation and other earthmoving activities are required. Although almost all of the planning area is developed, the possibility remains that as-yet unrecorded historic or prehistoric archaeological resources (including human remains) could exist in undisturbed areas or beneath existing foundations. Although resources are likely to have been destroyed by prior development, it is possible that archaeological resources exist beneath the surface. Contact with such resources during construction activities could result in significant impacts if such resources are destroyed or compromised. Excavation and other earthmoving activities required for future development pursuant to Specific Plan Update policy within surface and subsurface exposures of Quaternary-era deposits could disturb or destroy archaeological resources.

With regard to impacts to archaeological resources, the following mitigation measures are required by the Smoky Hollow Specific Plan Update EIR:

(CULT MM 8-2)
Prior to the commencement of grading or demolition of subsurface structures, a professional archaeologist who meets U.S. Secretary of the Interior’s Professional Qualifications and Standards, shall conduct a brief archaeological and paleontological informational session for construction personnel. The training session may consist of an in-person meeting or a written handout describing: (1) how to identify archaeological and paleontological resources that may be encountered during earth-moving activities, and (2) the procedures to be followed in such an event, including contact information for the appropriate entities if archaeological or paleontological resources are discovered.
In the event that archaeological or paleontological resources are unearthed during ground-disturbing activities, the ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet shall be established around the find, where construction activities will not be allowed to continue until a qualified archaeologist or paleontologist has examined the newly discovered artifact(s) and has evaluated the area of the find. Work shall be allowed to continue outside the buffer area. If the archaeologist identifies the find as a tribal cultural resource or suspects it to be a tribal cultural resource, the City will contact the Native American Heritage Commission (NAHC) to report the discovery, and will contact local Native American tribal representatives as directed by the NAHC. Should the newly discovered artifact(s) be determined to be a tribal cultural resource, Native American construction monitoring will be initiated. The City shall coordinate with the archaeologist and tribal representative(s) to develop an appropriate treatment plan for the resources.

**Finding**
These mitigation measures will ensure that the unanticipated discovery of archaeological resources is adequately addressed in accordance with CEQA. They will ensure that newly discovered artifacts found within a project site will receive a Cultural Resources Assessment, and Treatment Plan (if necessary) to avoid impacts and preserve archaeological resources (prehistoric and historic). Based on substantial evidence in the EIR and the public record regarding impacts to archaeological resources, the City hereby finds that *changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.* Further evidence supporting the fact that the environmental effects related to historical resources will be reduced to less than significant levels is provided in Chapter 8 of the EIR.

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**IMPACT 8.3.3 (c): Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.**

**Substantial Evidence**
Future development within the planning area subject to the goals and policies of the Specific Plan Update could impact paleontological resources where excavation and other earthmoving activities are required. Previous development activity has disturbed soils, and only grading that extends deeper than prior disturbance is likely to encounter fossilized resources. Although most developments are unlikely to be at a depth or strata where the majority of fossils are discovered, fossilized remains could be closer to the surface than is generally anticipated. Excavation and other earthmoving activities required for future development with surface and subsurface exposures of Pleistocene-era alluvium materials could disturb paleontological resources.

With regard to impacts to paleontological resources, mitigation measures CULT MM 8-2 and CULT MM 8-3 would be applicable to the Smoky Hollow Specific Plan Update. (See text of mitigation measures under Impact 8.3.3 (b).

**Finding**
These mitigation measures will ensure that the unanticipated discovery of paleontological resources is adequately addressed in accordance with CEQA. They will ensure that newly discovered artifacts found within a project site will receive a Paleontological Resources Assessment, and Treatment Plan (if necessary) to avoid impacts and preserve archaeological
resources. Based on substantial evidence in the EIR and the public record regarding impacts to paleontological resources, the City hereby finds that changes or alterations have been required in, or incorporated into, the project to mitigate or avoid the significant effects on the environment. Further evidence supporting the fact that the environmental effects related to historical resources will be reduced to less than significant levels is provided in Chapter 9 of the EIR.

**IMPACT 8.3.3 (e):** Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or

2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

**Substantial Evidence**

Future development within the planning area subject to the goals and policies of the Specific Plan Update could impact tribal cultural resources where excavation and other earthmoving activities are required. Although almost all of the planning area is developed, the possibility remains that as-yet unrecorded historic or prehistoric tribal cultural resources (including human remains) could exist in undisturbed areas or beneath existing foundations. Although resources are likely to have been destroyed by prior development, it is possible that tribal cultural resources exist beneath the surface. Contact with such resources during construction activities could result in significant impacts if such resources are destroyed or compromised. Excavation and other earthmoving activities required for future development pursuant to the Smoky Hollow Specific Plan Update policy within surface and subsurface exposures of Quaternary-era deposits could disturb or destroy archaeological resources.

With regard to impacts to tribal cultural resources, mitigation measures CULT MM 8-2 and CULT MM 8-3 would be applicable to the Smoky Hollow Specific Plan Update. (See text of mitigation measures under Impact 8.3.3 (b), above). These measures will ensure that Native American Tribal Governments are appropriately consulted as part of the CEQA process.

**Finding**

These mitigation measures will ensure that the unanticipated discovery of tribal cultural resources is adequately addressed in accordance with CEQA. Based on substantial evidence in the EIR and the public record regarding impacts to tribal cultural resources, the City hereby finds that changes or alterations have been required in, or incorporated into, the project to mitigate or avoid the significant effects on the environment. Further evidence supporting the fact that the environmental effects related to tribal cultural resources will be reduced to less than significant levels is provided in Chapter 8 of the EIR.
C. Effects Determined to Be Significant, Adverse and Unavoidable

As presented in the Smoky Hollow Specific Plan Update EIR, the City finds that impacts pertaining to increases in GHG emissions; long-term traffic-related noise increases; conflicts with measures of effectiveness for the performance of the circulation system (i.e. CALTRANS measures for freeway facilities), and conflicts with an applicable congestion management program cannot be mitigated to a less than significant level because no feasible mitigation is available.

Greenhouse Gases

**IMPACT 10.3.3.1 (a):** Development under the proposed Specific Plan would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. The overall increase in GHG emissions resulting from implementation of the General Plan update would exceed the 2040 efficiency target necessary to ensure consistency with the state's GHG emission reduction goals.

Substantial Evidence

Chapter 10 of the EIR identifies a potentially significant impact related to increases in GHG emissions. Pursuant to the discussion in Chapter 10 of the EIR, the proposed Specific Plan would result in GHG emissions that would exceed the interpolated Year 2040 GHG emission efficiency target necessary to fully demonstrate progress and consistency with long-term state GHG reduction goals. The City's proposed Smoky Hollow Specific Plan Update focuses on addressing air quality, GHG emissions, and climate change through a variety of land use, mobility, and emissions reductions policies. Adherence to existing and future regulations, and application of the policies and objectives outlined in the Specific Plan Update would reduce GHG emissions, but not to a level that is considered to be less than significant. Future development projects within the Planning Area that generate greenhouse gas emissions may result in regional impacts that will be significant and unavoidable even after implementation of all feasible mitigation measures.

Pursuant to Chapter 10 of the EIR, and consistent with Public Resource Code Section 21100(b) (2) (A) and the State CEQA Guidelines Section 15126.2(b), the City finds and declares that there are significant and unavoidable impacts involving greenhouse gas emissions, but there are no feasible mitigation measures that would lessen the project's impact to a less than significant level.

Even with implementation of Specific Plan Update policies designed to reduce greenhouse gas emissions, no feasible mitigation measures are available which can mitigate this impact to a level below significant. Pursuant to State CEQA Guidelines Section 15093, therefore, the City has balanced the benefits (listed in the Statement of Overriding Considerations) of the project against its unavoidable environmental risks and has determined that this impact is acceptable for the reasons stated in the City's Statement of Overriding Considerations included herein.

Finding

Regarding impacts related to emissions of greenhouse gases, the City hereby finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

Noise

**IMPACT 15.3.3.2 (a):** Implementation of the proposed General Plan would increase noise levels along roadways with nearby sensitive receptors.
IMPACT 15.3.3.2 (c): Development under the proposed Specific Plan would result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

Substantial Evidence
Chapter 15 of the EIR identifies a potentially significant impact related to a substantial permanent increase in ambient noise levels. Pursuant to the discussion in Chapter 15 of the EIR, traffic-related noise levels along two roadway segments outside the planning area (Sepulveda Boulevard and El Segundo Boulevard) may approach and/or exceed the City’s 75 Ldn compatibility standard for commercial and industrial land uses. This impact is considered potentially significant, because noise levels would exceed the City’s compatibility standards. In addition to increases in noise levels above City General Plan compatibility standards, certain roadway segments would experience a substantial increase in noise levels under future build-out conditions even though modeled noise levels would not exceed compatibility standards. Five roadway segments operating within the acceptable land use compatibility guideline standards for exterior noise levels under future conditions would, however, experience a readily perceptible increase (i.e., a 5.0 dBA increase) in noise levels attributable to traffic.

Application of the policies and objectives in the City’s General Plan and proposed Specific Plan may reduce the amount of future vehicle trips generated from implementation of the Specific Plan. However, the potential level of reduction is uncertain at this time and would be contingent on the characteristic of each individual future development project. Five roadway segments operating within the acceptable land use compatibility guideline standards for exterior noise levels under future conditions would, however, experience a readily perceptible increase (i.e., a 5.0 dBA increase) in noise levels attributable to traffic. These segments are Franklin Avenue from Lomita Street to Maryland Street (5.5 dBA increase; ID 31); Maryland Street, north of Franklin Avenue (6.1 dBA increase; ID 32); Maryland Street, south of Franklin Avenue (6.5 dBA increase; ID 33); Franklin Avenue from Maryland Street to Oregon Street (6.1 dBA increase; ID 34); Franklin Avenue, east of Oregon Street (5.6 dBA increase; ID 37).

A readily perceptible increase in noise levels for these roadway segments constitutes a significant impact (see Section 15.3.1). Consistent with the conclusions drawn in “Compliance with General Plan Compatibility Standards,” the application of policies and objectives outlined in the City’s General Plan and proposed Specific Plan may reduce the amount of future vehicle trips generated from implementation of the Specific Plan; however, the potential level of reduction is uncertain at this time and would be contingent on the characteristic of each individual future development project. Since a reduction in vehicle trips cannot be guaranteed, the increases in traffic noise levels at the five roadway segments identified above are considered to be significant increases to the existing ambient noise levels in the vicinity of the roadways. This impact would be significant, adverse and unavoidable. Therefore, impacts related to permanent increases in ambient noise levels along roadways with nearby sensitive receptors will be significant and unavoidable.

Pursuant to Chapter 15 of the EIR, and consistent with Public Resource Code Section 21100(b) (2) (A) and the State CEQA Guidelines Section 15126.2(b), the City finds and declares that there are significant and unavoidable impacts involving permanent increases in ambient noise levels along roadways with nearby sensitive receptors, but there are no feasible mitigation measures that would lessen the project’s impact to a less than significant level. Even with implementation of Specific Plan Update policies designed to reduce exposure to noise, no feasible mitigation measures are available that can mitigate this impact to a level below significant.
Finding
Regarding impacts related to permanent increases in ambient noise levels along roadways with nearby sensitive receptors, the City hereby finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

Transportation and Circulation

Transportation and Traffic
Chapter 18 (Transportation and Traffic) of the EIR identifies potential significant impacts pertaining to conflicts with Level of Service (LOS) measures of effectiveness for performance of the circulation system but concludes that impacts to local intersections within the study area of can be reduced to less than significant with mitigation. However, impacts with respect to freeway ramp facilities would be significant, adverse and unavoidable.

IMPACT 18.3.1.2 (a): Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

Substantial Evidence
Study Area Intersections: Section 18.3.1.2 of the EIR identifies significant impacts of the proposed Specific Plan Update at two study area intersections for the year 2040 with Project condition. Sepulveda Boulevard/Grand Avenue would worsen to LOS E and Sepulveda Boulevard/Et Segundo Boulevard would worsen to LOS F. Both study area intersections would be significantly impacted during the evening peak hour. However, with implementation of Mitigation Measure TRAFFIC MM 18-1, potential impacts to study area intersections can be reduced to less-than-significant levels.

With regard to measures of effectiveness for the performance of the circulation system, the following mitigation would be applicable to the proposed Specific Plan update:

(TRAFFIC MM 18-1)
Improvement to the impacted intersections will be performed as follows at the time the City determines that such improvements are needed to maintain desired service levels:

- Sepulveda Boulevard/Grand Avenue: New right-turn overlap phases on all approaches
- Sepulveda Boulevard/Et Segundo Boulevard: Second eastbound left-turn lane, new right-turn overlap phase at northbound approach

Prior to the issuance of a certificate of occupancy, individual development projects that would result in a net increase in vehicle trips, as determined by the City based on project-specific traffic studies, will be required to pay to the City of El Segundo a fair-share contribution for the above improvements.
The City shall have the responsibility of ensuring that the improvements specified above will be constructed at that point in time necessary to avoid identified significant impacts.

Freeway Ramps/Intersections: Section 18.3.1.2 of the EIR identifies significant impacts of the proposed Specific Plan Update at three freeway ramps/intersections for the year 2040 with Project condition. Even though the Post-Project 2040 conditions are the same as the Pre-Project 2040 condition with respect to LOS classifications, the Caltrans traffic study guidelines define significance as any increase in trips for facilities already operating at deficient LOS values of E or F. Since three of the four locations analyzed would operate at LOS F under the Post Project 2040 condition impacts would be considered significant. Only the I-105 Westbound Offramp/Eastbound on-ramp location would have an acceptable LOS. The Sepulveda Boulevard and Imperial Highway location would have significant impacts for both the AM and PM peak hours. Nash Street and Imperial Highway would have a significant impact during the AM peak hour, and impacts at Parkview Drive North and Atwood Way would be significant for the PM peak hour.

Physical mitigation measures such as roadway widening and/or restriping to provide additional through or turning lanes cannot be feasibly implemented by the City at these locations and would require major land acquisition or modifications to adjacent facilities such as the freeway ramp structures or the overhead freeway structure. It should be noted that even if it were feasible for the City to provide the improvements needed to meet Caltrans requirements for acceptable LOS, the City would not have the authority to make improvements to these facilities since they are under the jurisdiction of Caltrans. In addition, no comprehensive fair share funding agreements or other funding mechanisms are currently in place, either with the City or neighboring jurisdictions, which would allow the City to contribute to specific Caltrans projects in the vicinity of the Smoky Hollow plan area.

Although there are no funding agreements, programs or mechanisms currently in place to pay for improvements for the nearby region-serving freeway facilities, Mitigation Measure 18-2 provides for future coordination and interaction with Caltrans on this issue. Mitigation Measure 18-2 indicates that when future development occurs in the Smoky Hollow Specific Plan that would trigger CEQA review, the City will contact Caltrans to discuss traffic study requirements, mitigation, and possible fair-share requirements. Although this mitigation measure would facilitate the coordination, review and, where appropriate, mitigation for project-level impacts on freeway facilities, it does not assure that improvements to freeway facilities would be in place in time to avoid significant traffic impacts that exceed Caltrans LOS threshold standards. Therefore, even with the imposition of Mitigation Measure 18-2, traffic impacts with respect to Caltrans freeway ramp facilities would be significant, adverse and unavoidable. With regard to measures of effectiveness for the performance of the freeway ramps/intersections, the following mitigation would be applicable to the proposed Specific Plan update:

(TRAFFIC MM 18-2)

No fair-share funding agreements or mechanisms are in place or currently available that would allow the City to contribute to specific Caltrans projects in the vicinity of the plan area. As future development occurs within the Smoky Hollow Specific Plan that would trigger thresholds for additional CEQA analysis, the City will contact Caltrans to discuss traffic study requirements, mitigation, and possible fair-share funding contributions.
Finding
Based on substantial evidence in the EIR and the public record regarding measures of effectiveness for the circulation system, the City hereby finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

**IMPACT 18.3.1.2 (b): Development under the proposed Specific Plan would conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.**

Substantial Evidence
Chapter 18 of the EIR identifies a potentially significant impact related to inconsistency with County congestion management program. Pursuant to the discussion in Chapter 18 of the EIR, traffic generated by the proposed Specific Plan will likely exceed the 50-trip threshold for CMP intersections. Future growth in El Segundo and the region would result in substandard intersection LOS under 2040 With Project conditions. Implementation of MM 18-1 would provide some congestion relief at the intersections of Sepulveda Boulevard/Grand Avenue and Sepulveda Boulevard/El Segundo Boulevard, but CMP impacts would remain significant. Therefore, impacts related to conflicts with the CMP will be significant and unavoidable even after implementation of all feasible mitigation measures.

Pursuant to Chapter 18 of the EIR, and consistent with Public Resource Code Section 21100(b) (2) (A) and the State CEQA Guidelines Section 15126.2(b), the City finds and declares that there are significant and unavoidable impacts involving conflicts with the CMP, but there are no feasible mitigation measures that would lessen the project’s impact to a less than significant level.

Even with implementation of Specific Plan Update policies related to traffic congestion, no feasible mitigation measures are available that can mitigate this impact to a level below significant.

Finding
Regarding impacts related to conflicts with the congestion management program, the City hereby finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

**Conclusion with Respect to Impacts that Cannot be Mitigated**
The City finds, based on the facts set forth in the administrative record, which include but are not limited to the facts as set forth below, those facts contained in the EIR, and any other facts set forth in materials prepared by the City, or the City's or Project proponent's consultants, that there are no additional, feasible mitigation measures, changes, or alternative available to reduce the significant and unavoidable impacts identified above, beyond those identified in the mitigation measures adopted for the project.

Therefore, as outlined in Public Resource Code Section 21081(b) and State CEQA Guidelines Section 15093, as adoption of the project will require a Statement of Overriding Considerations for impacts pertaining to emissions of greenhouse gases, long-term traffic-related noise, conflicts with established measures of effectiveness for the circulation system, and conflicts with the Congestion Management Program, which is included with these Findings. As fully described in
the Statement of Overriding Considerations (Section 2 herein), the City has concluded and hereby finds and declares that, based on substantial evidence, that the project’s significant and unavoidable impacts are outweighed by the project’s benefits, including but not limited to the project’s significant benefits to the residents of the City of El Segundo.

Accordingly, based on substantial evidence in the EIR and the administrative record, the City finds and declares, pursuant to State CEQA Guidelines Section 15091(a)(3), that specific economic legal, social, technical or other considerations, including accomplishing the project objectives, make infeasible any additional mitigation measures or Project alternatives identified in the EIR.

6 ALTERNATIVES

This section contains a discussion of the alternatives considered and rejected in the Smoky Hollow Specific Plan Update DEIR, including the No Project Alternative (Alternative 1); Project Land Use With No Roadway Changes (Alternative 2); and Multi-Family Residential Block (Alternative 3). Since the Smoky Hollow Specific Plan Update focuses on methods to redevelop and improve Smoky Hollow, considering alternatives at different locations within El Segundo is not practical or necessary. There are no other districts within the El Segundo that are either undeveloped, have the unique market demand opportunity, or land use characteristics similar to Smoky Hollow. Therefore, no off-site alternatives were evaluated.

Alternative 1: No-Project Alternative
Under Alternative 1 (No Project), the City would not adopt any changes to current land use and zoning controls within the Plan area. None of the proposed roadway improvements, including implementation of the one-way street pattern and modifications to El Segundo Boulevard or other streets in Smoky Hollow, would be implemented. Under the No Project alternative, development is assumed to remain static although, due to the age of many of the buildings in Smoky Hollow, recycling to newer buildings would be expected to occur over time. Absent the incentives provided by the Specific Plan Update (e.g. higher FAR, more on street parking and more market responsive zoning), redevelopment would possibly occur at a slower pace. Under this alternative, it is assumed that there would be no net increase in building floor area or residential units. In contrast, the proposed project would add 517,094 square feet of building area and six additional residences.

This alternative would have impacts similar to or less than the proposed project, except for compliance with the SCAG RTP/SCS, since the No Project alternative would be less effective in supporting transit and promoting bicycling and walking as transportation alternatives. Under this alternative, all four of the significant and unavoidable impacts associated with the proposed project would likely be reduced to less-than-significant levels. However, the No Project Alternative would not support attainment of any of the project objectives.

Objectives 1 and 2 would not be supported, as this alternative would not facilitate an employment center and business incubator with a mix of uses reflecting market conditions, and would not address identified constraints to the retention and growth of local businesses.

Objective 3 would not be attained since development standards and design guidelines that promote high quality and are tailored to the unique character of Smoky Hollow would not be provided.
**Objective 4** would not be achieved since none of the features of the Specific Plan update would be provided to improve walkability, enhance streetscapes, and regulate building and the design of outdoor spaces to provide a stronger pedestrian orientation.

**Objective 5** would not be achieved since none of the project features that would increase on-street parking or transportation demand strategies would be implemented.

**Objectives 6 and 7** would not be attained since none of the capital improvements that would provide connectivity or create a comfortable pedestrian and bicycling environment would occur.

Given the foregoing facts, as more fully delineated in the Project EIR, this City Council finds that the No Project alternative is less desirable than the proposed Project and therefore rejects the alternative. Public Resources Code § 21081(a)(3); CEQA Guidelines, §15091(a)(3).

**Alternative 2: Project Land Use with No Roadway Changes**
Alternative 2 would be the same as the proposed project, except that none of the roadway reconfigurations proposed as part of the Smokey Hollow Specific Plan Update would be implemented. These include reconfigurations to El Segundo Boulevard, Grand Avenue, and Franklin Avenue intended to provide streetscape and pedestrian enhancements, additional bicycle facilities, and increased on-street parking. It would also eliminate the proposed reconfiguration of north-south streets to one-way streets. These components of the Specific Plan Update are described in greater detail in the Project Description (see Public Realm Strategies under Section 2 above). The land use, zoning, and proposed increase in floor-area ratios (FAR) under Alternative 2 would be identical to those proposed in the Specific Plan Update. The development and design standards and guidelines would also be the same as those proposed in the Specific Plan Update.

This alternative would have impacts that are similar to the project for most impacts. Impacts with respect to compliance with the SCAG RTP/SCS would be greater since it would be less effective in supporting transit and promoting bicycling and walking as transportation alternatives. This alternative would have slightly less impacts with respect to traffic congestion since it would reduce evening peak-hour congestion at the intersection of Sepulveda Boulevard and Grand Avenue from LOS E to the City’s significance threshold of LOS D. Under this alternative, all four of the significant and unavoidable impacts associated with the proposed project would still occur. This alternative would not support attainment of several project objectives.

**Objective 4** would not be achieved since none of the features of the Specific Plan Update that would improve walkability, enhance streetscapes, or support a stronger pedestrian orientation would be provided.

**Objective 5** would not be achieved since none of the project features that would increase on-street parking or transportation demand strategies would be implemented.

**Objectives 6 and 7** would not be attained since none of the capital improvements that would provide connectivity or create a comfortable pedestrian and bicycling environment would occur.

**Objectives 1, 2, and 3** would be attained under this alternative.

Given the foregoing facts, as more fully delineated in the Project EIR, this City Council finds that the Project Land Use Changes with No Roadway Changes alternative is less desirable than the
proposed Project and therefore rejects the alternative. Public Resources Code § 21081(a)(3); CEQA Guidelines, §15091(a)(3).

**Alternative 3: Multi-Family Residential Block**
The Multi-Family Residential Block Alternative would modify the project by changing the zoning for a block in the northeastern portion of the Plan area to allow for 115 multi-family homes at a density of 18 dwellings per-acre. The block that would be changed is approximately 6.4 acres in size and is encompassed by Holly Street on the north, Illinois Street on the east, Grand Avenue on the south, and Kansas Street on the west. This change would represent an extension of the existing residential area to the west of Kansas Street. No other geographic areas or components of the Specific Plan update would be changed under this alternative.

This change would result in less building area being dedicated to non-residential uses compared to the project. Conversion of this block to residential uses would result in a decrease in the new non-residential building area that would be developed from 517,093 square feet to approximately 297,363 square feet, or a decrease of 219,732 square feet.

This alternative would also result in an estimated 1,594 fewer vehicle trips compared to the project. The project would generate an estimated 12,677 average daily trips (ADT) and Alternative 3 would generate an estimated 11,083 ADT, a reduction of approximately 12.6%.

This alternative would have impacts that are similar to the project for most impact categories. It would result in slightly lower impacts on water demand and slightly higher impacts with respect to wastewater generation, although impacts would remain less than significant.

Less significant impacts would occur under this alternative compared to the project for air quality, greenhouse gas emissions, noise, and traffic primarily due to the 12.6% reduction in ADT for this alternative compared to the project. Although GHG emissions would be reduced, potential impacts would still be adverse and unavoidable. Reductions in traffic noise would eliminate the impact with respect to the 75 dBA Ldn exterior noise standard along Sepulveda Boulevard north of Grand Avenue, but this standard would still be exceeded along Sepulveda Boulevard south of El Segundo Boulevard. Significant unavoidable impacts with respect to substantial permanent increases (greater than 5 dBA) in ambient noise levels, although reduced as compared to the project, would still remain for the five identified roadway segments.

This alternative would have slightly less impacts with respect to traffic congestion. It would reduce evening peak-hour congestion at the intersection of Sepulveda Boulevard and Grand Avenue from LOS D to LOS E, which is above the City’s significance threshold. Impacts with respect to the CMP V/C threshold, although less under this alternative, would still occur.

Under this alternative, all four of the significant and unavoidable impacts associated with the proposed project would still occur, although impacts would be less severe since fewer trips would be generated. This alternative would not support attainment of several project objectives to the same extent as the proposed project, mainly because there would be nearly 220,000 square feet less of new employment-generating building area.

**Objective 1** would not be attained to the extent that it would be with the proposed project since opportunities to develop an employment center and business incubator district would be more limited.

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**Objective 2** would be constrained compared to the project and would not retain local business; in fact, it would displace some local businesses.

**Objective 3** would be compromised compared to the project because the sense of authenticity and history would be lost for the block that would be redeveloped as multi-family housing.

**Objective 4** would not be attained to the extent that it would be for the project since the industrial character of the block redeveloped with multi-family housing would be lost.

Attainment of **Objective 5** under this alternative would be similar to the project since this part of the area encompassed by the Specific Plan Update is unaffected by the parking enhancement actions included in the update. **Objectives 6 and 7** may be slightly hampered by this alternative since there would be less tax revenue to support biking and pedestrian infrastructure improvements and capital improvement projects and investments to realize the vision of the Smoky Hollow Specific Plan.

Given the foregoing facts, as more fully delineated in the Project EIR, this City Council finds that the Multi-Family Residential Block Alternative is less desirable than the proposed Project and therefore rejects the alternative. Public Resources Code § 21081(a)(3); CEQA Guidelines, §15091(a)(3).

### 7 STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires that a Lead Agency balance the benefits of a project against its unavoidable environmental risk in determining whether to approve the project. If the benefits outweigh the unavoidable adverse effects, those effects may be considered "acceptable" pursuant to State CEQA Guidelines Section 15093(a). CEQA requires that a Lead Agency support, in writing, the specific reasons for considering a project acceptable when significant impacts are infeasible to mitigate. Those reasons must be based on substantial evidence in the Environmental Impact Report (EIR) or elsewhere in the administrative record pursuant to State CEQA Guidelines Section 15093(b). The Lead Agency’s written reasons are referred to as a Statement of Overriding Considerations.

For those significant impacts that cannot be mitigated to below a level of significance, the lead agency is required to find that the specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant impacts on the environment.

Regarding a Statement of Overriding Considerations, Section 15093 of the CEQA Guidelines provides the following:

1. 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."

2. When the lead agency approves a project that 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.

3. 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 City will approve the Smoky Hollow Specific Plan Update and has prepared an FEIR that satisfies the requirements of CEQA. The following adverse impacts of the project are considered significant and unavoidable based on the analysis in the Draft EIR (DEIR), Final EIR (FEIR), and the Findings of Fact.

- Impact 10.3.3.1(a): Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment (Chapter 10 - cumulative).

- Impact 15.3.3.2(a): Result in noise levels in excess of the City's General Plan exterior noise level standards along Sepulveda Boulevard, north of Grand Avenue, and south of El Segundo Boulevard (Chapter 15 - project).

- Impact 15.3.3.2(c): Result in a substantial permanent increase in ambient noise levels in the Specific Plan vicinity above levels existing without the Plan. (Chapter 15 - project and cumulative).

- Impact 18.3.1.2(a): Conflict with a measure of effectiveness for performance of the circulation system with respect to CALTRANS measures for freeway facilities. (Chapter 18 Traffic - project and cumulative).

- Impact 18.3.1.2(b): Conflict with Congestion Management Program (Chapter 18 Traffic - project and cumulative).

The City has determined that the unavoidable adverse environmental impacts identified above are acceptable because those impacts are outweighed by the economic, social, technological, and other benefits of the project, listed below.

- The project increases the potential building area that would be devoted to employment generating uses, thereby increasing employment opportunities within El Segundo.

- The project would facilitate the creation of an employment center and business incubator district with an appropriate mix of industrial, office, and employment-supporting uses that will reflect market conditions, thereby facilitating economic development in El Segundo and in surrounding areas. Economic analysis completed early in the Specific Plan update process found that intense competition for limited industrial sites has driven up occupancy rates and rents throughout the Greater Los Angeles region market area. Projections prepared by the California Employment Development Department and econometric firm Woods & Poole both predict a decline in manufacturing employment in Los Angeles County in the short and long term, as demand for higher-value flex/research and d space and creative office spaces continues to rise. Jobs in office-based professional sectors are projected to continue growing at faster rate than the overall economy, suggesting that the countywide pressure to convert industrial space for higher-value office-based users is
likely to continue over the next decade and beyond. Smoky Hollow is well positioned to capture market area demand for creative office space. The district’s inventory of smaller industrial space is appealing for conversion or redevelopment into office-oriented uses, and its location will apply significant market pressure for office space over time. Price competition between traditional industrial uses versus high-value entertainment, small-scale production, or technology uses will gradually diminish the district’s stock of manufacturing and distribution spaces as they are demolished for new construction or converted for use by office and R&D users.

- The project would promote a vibrant Smoky Hollow that attracts creative and cutting-edge businesses to the area. Office-based businesses new to the area include a higher concentration of firms in the creative economy than those existing in Smoky Hollow prior to 2005; the proportion of Smoky Hollow businesses in creative economy sectors nearly doubled its share of new registrations in recent years, from 9.4 percent of total businesses prior to 2005 to 17.3 percent thereafter. This emerging concentration of creative businesses shows a particular emphasis on design services, motion picture and video production, marketing, and advertising. The Specific Plan has been drafted to allow these types of businesses to more easily locate within the district by addressing impediments such as parking and development standards. In addition, new public realm strategies will enhance the district quality of life for employees, a key factor cited as important to new businesses interviewed as part of the economic analysis completed for the Specific Plan update.

- The project addresses and reduces identified constraints to the retention and growth of local businesses. Economic analysis conducted as part of the Specific Plan update indicated that while Smoky Hollow’s competitive advantages in location, built environment, and quality of life make it a popular choice for startup companies, its role as an “incubator” for accommodating fast-growing businesses has been hampered by the scarcity of larger spaces for future expansions of R&D and light manufacturing functions. Growing businesses with light manufacturing or R&D components were unsure about whether Smoky Hollow could accommodate their growth plans. These companies were apt to explore moving part or all of their operations outside of El Segundo, despite having a favorable view of the area. Revised development standards and flexibility within the plan will encourage retention and growth of local businesses.

- The project’s implementation would enhance landscaping and open space within the Planning Area.

- The project would provide improvements to bicycle and pedestrian facilities and reduce dependence on automobiles.

- The project will establish development standards and design guidelines that promote high-quality project designs that are attractive, functional, and create a sense of place that reflects Smoky Hollow’s unique and eclectic charm, character, and highly-valued sense of history and authenticity.

- The project will provide for an attractive and distinct image for the district by creating a walkable, cohesive, and enduring built environment with enhanced streetscapes, intimate outdoor spaces, pedestrian-oriented building form, and architecture that respects and supports the area’s existing industrial character.
The project will enact parking and mobility solutions that address parking needs, including the maximization of curb-side parking resources and transportation demand management strategies.

The project will support infrastructure improvements that help create a comfortable walking and biking environment and enhance connectivity to Main Street, destinations on Sepulveda Boulevard, and the Metro Green Line.

The project will identify and provide for implementation of capital improvement projects and investments to realize the vision of the Smoky Hollow Specific Plan.

The project will maintain the City's economic viability and productivity over the long term by encouraging an efficient and sustainable pattern of development.

The City Council hereby finds that the foregoing benefits provided to the public through the approval of the Project outweigh the identified significant adverse environmental impacts of the Project that cannot be mitigated. The City Council finds that each of the project benefits separately and individually outweighs all of the unavoidable adverse environmental effects identified in the EIR and therefore finds those impacts to be acceptable. The City Council further finds that no feasible alternative exists that both would provide all of the foregoing benefits to the public and reduce environmental impacts when compared to the Project.
RESOLUTION NO. ___
EXHIBIT E

El Segundo General Plan Land Use Element Excerpt - Page 3-7

Land Use Designations
Commercial Designations

Delete and replace the paragraph titled Smoky Hollow Mixed-Use on page 3-8 to read as follows:

"Smoky Hollow Specific Plan
Permits a range of incubator businesses, small and medium size industrial uses, research and development, and creative office uses. The specific plan also permits public facilities, parking facilities, and limited restaurant and retail uses. The maximum floor area ratio (FAR) for the specific plan is 0.75 in the western part (west of the alley between Lomita Street and Maryland Street) and 1.0 for the eastern part. Additional FAR may be granted to development projects that provide public benefits, such as public parking and public open space."
RESOLUTION NO. ____  
EXHIBIT F  
GENERAL PLAN LAND USE PLAN EXISTING TRENDS BUILDOUT

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<tr>
<td>Heavy Industrial</td>
<td>1001</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Facilities</td>
<td>87.9</td>
<td></td>
<td></td>
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<tr>
<td>Federal Government</td>
<td>90.6</td>
<td></td>
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<tr>
<td>Open Space</td>
<td>77.0</td>
<td></td>
<td></td>
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<tr>
<td>Parks</td>
<td>50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Street and Railroad R.O.W</td>
<td>442.6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Totals</td>
<td>3,497</td>
<td>8,089</td>
<td>57,773,771,58,301,758</td>
</tr>
<tr>
<td>Population Projection</td>
<td>17,287</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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.
RESOLUTION NO. ___
EXHIBIT G

General Plan Land Use Plan Excerpt Pages 3-9 and 3-10

Proposed Land Use Plan
Northwest Quadrant

Modify the following text on pages 3-9 and 3-10:

"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 proposed land use designations within that quadrant are discussed. To know what 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 Smoky Hollow, 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 of 540 East Imperial Avenue Specific Plan. The Plan shows 357.2 acres of single-family, 57.4 acres of two-family, 449.3126.74 acres of multi-family and 5.65 acres of 540 East Imperial Avenue Specific Plan. This includes the re-designation of Imperial Avenue School, which is no longer used for educational purposes, from Planned Residential Development to 540 East Imperial Avenue Specific Plan. The total number of dwelling units projected by the Plan is 8,089\textsuperscript{21}. 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 Mixed-Use Specific Plan, in recognition of the existing Smoky Hollow Specific Plan. The Specific Plan allows a combination of industrial, retail, office, and residential uses. Office, industrial, research and

\textsuperscript{21} 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.
development, public facilities, parking facilities, and limited retail and restaurant uses. The Smoky Hollow area is approximately 93.5694.3 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 purposes subject to a development agreement. Commercial retail and restaurant uses are prohibited."

All other text in this section will remain unchanged.
RESOLUTION NO. _____

EXHIBIT H

SMOKY HOLLOW SPECIFIC PLAN 2018

Please refer to Exhibit D of the Ordinance of Attachment 1 to the same Staff Report, Item #B1 for the Smoky Hollow Specific Plan (Page 48 of this PDF file)
RESOLUTION NO. ______

EXHIBIT H

SMOKY HOLLOW SPECIFIC PLAN 2018

Please refer to Exhibit D of the Ordinance of Attachment 1 to the same Staff Report, Item #B1 for the Smoky Hollow Specific Plan (Page 48 of this PDF file)
RESOLUTION NO. ___
EXHIBIT I - SPECIFIC PLAN BOUNDARY CHANGES

Exhibit 3-8 Plan Area Boundary
Smoky Hollow Specific Plan
City of El Segundo, California