

# **AVIATION SPECIFIC PLAN**

**ENVIRONMENTAL ASSESSMENT EA-427  
GENERAL PLAN AMENDMENT GPA 97-4  
ZONE CHANGE 97-3**

**PREPARED FOR**

**CITY OF EL SEGUNDO  
350 MAIN STREET  
EL SEGUNDO, CALIFORNIA 90245  
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# AVIATION SPECIFIC PLAN

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## AVIATION SPECIFIC PLAN

### I. INTRODUCTION

#### A. SPECIFIC PLAN BOUNDARY

The Aviation Specific Plan area is located in the City of El Segundo, County of Los Angeles, California (Exhibit 1). El Segundo is situated 15 miles southwest of downtown Los Angeles. It is located south of Los Angeles International Airport, east of the Pacific Ocean, north of the City of Manhattan Beach, and west of the City of Hawthorne.

The Aviation Specific Plan area is a roughly rectangular 5.4 acre site located adjacent to the Aviation Boulevard and Rosecrans Avenue intersection in the southeast corner of the City. It is a narrow corridor of land oriented in a generally northwest to southeast diagonal between Aviation Boulevard and Douglas Street (Exhibit 2). A legal description of the Aviation Specific Plan property is provided in Exhibit 3. The elevated MTA Green Line and the at-grade Santa Fe Railroad track border the Specific Plan area on the southwest. Historically, the Specific Plan area has served as a right of way for Southern California Edison transmission lines and towers and is designated Open Space in the General Plan and Zoning Code. The Specific Plan area will continue to be used as a right-of-way for Southern California Edison lines and towers.

#### B. SPECIFIC PLAN SCOPE AND GOALS

The El Segundo General Plan provides the underlying fundamentals of the Aviation Specific Plan. The Specific Plan serves both as a planning and regulatory document. It is the device implementing the El Segundo General Plan in the study area.

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

The Aviation Specific Plan respects the economic, social, environmental and cultural context of the City. It seeks a balance between status quo and a complete change of the area.

The Aviation Specific Plan has 4 major goals, which reflect the vision of the General Plan:

1. Facilitate Economic Development
  - a. Complement the strong and healthy economic environment of the City, by accommodating the possibility of higher and better uses from which all diverse stakeholders may benefit.
  - b. Enhance the support services available within the City for its residents and various businesses.

2. Suggest Compatible and Healthy Land Uses
  - a. Promote compatible land uses to maintain and enhance the "Small Town" atmosphere in El Segundo. Provide effective integration of new uses.
  - b. Retain and attract economically viable, environmentally safe uses that provide a stable tax base and minimize any negative impact on the City.
  - c. Provide a combination of standards and incentives that will stimulate quality development.
3. Design Safe, Convenient and Efficient Circulation System
  - a. Provide a system that incorporates the present and future circulation needs of the surrounding community.
  - b. Ensure conscious efforts of private development in mitigating traffic impacts on the community.
4. Accentuate Overall Positive Identity of the Community
  - a. Enhance services and convenience while respecting the immediate surrounding uses.
  - b. Serve as an integral part to implement the City's goal of creating "small town" atmosphere.
  - c. Incorporate well designed landscape, lighting and signage elements.

## **EXHIBIT 1 REGIONAL LOCATION**

**EXHIBIT 1 LOCAL VICINITY**



### EXHIBIT 3

#### LEGAL DESCRIPTION OF SITE

THAT PORTION OF SECTION 18, TOWNSHIP 3 SOUTH, RANGE 14 WEST, IN RANCHO SAUSAL REDONDO, PARTLY WITHIN THE CITY OF EL SEGUNDO, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON THE MAP FILED IN CASE NO. 11629, SUPERIOR COURT OF SAID COUNTY ON JUNE 31, 1890, IN THE OFFICE OF THE COUNTY CLERK OF SAID COUNTY, A COPY OF SAID MAP APPEARING IN THE FILES OF THE COUNTY SURVEYOR OF SAID COUNTY, AS CLERK'S FILED MAP NO. 218, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE EAST LINE OF SAID SECTION 18, SAID EAST LINE BEING ALSO THE CENTER LINE OF INGLEWOOD AND REDONDO ROAD, WHICH POINT IS NORTH 0 DEGREES 02 MINUTES 10 SECONDS WEST 277.36 FEET, MEASURED ALONG SAID EAST LINE, FROM THE SOUTHEAST CORNER OF SAID SECTION 18; THENCE FROM SAID POINT OF BEGINNING, NORTH 47 DEGREES 36 MINUTES 05 SECONDS WEST 2177.98 FEET TO A POINT; THENCE NORTH 50 DEGREES 36 MINUTES 05 SECONDS WEST 291.57 FEET, MORE OR LESS, TO A POINT IN THE NORTHEASTERLY CURVED BOUNDARY LINE OF THE PARCEL OF LAND CONVEYED TO SANTA FE AND LOS ANGELES HARBOR RAILWAY COMPANY, UNDER PARCEL 1 IN THE DEED DATED NOVEMBER 10, 1924, AND RECORDED IN BOOK 3817 PAGE 164, OFFICIAL RECORDS OF SAID COUNTY; THENCE SOUTHEASTERLY ALONG SAID NORTHEASTERLY CURVED BOUNDARY LINE, 420.48 FEET TO THE END OF SAME; THENCE CONTINUING ALONG THE NORTHEASTERLY BOUNDARY LINE OF SAID PARCEL OF LAND CONVEYED TO SANTA FE AND LOS ANGELES HARBOR RAILWAY COMPANY, THE FOLLOWING THREE COURSES AND DISTANCES:

SOUTH 47 DEGREES 36 MINUTES 05 SECONDS EAST 198.05 FEET TO A POINT; NORTH 42 DEGREES 23 MINUTES 55 SECONDS EAST 20 FEET TO A POINT, AND SOUTH 47 DEGREES 36 MINUTES 05 SECONDS EAST 1986.12 FEET, MORE OR LESS, TO A POINT IN THE EAST LINE OF SAID SECTION 18; THENCE NORTH 0 DEGREES 02 MINUTES 10 SECONDS WEST, ALONG SAID EAST LINE, 162.59 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

(SAID LAND IS SHOWN AS PARCEL 11 AND A PORTION OF INGLEWOOD AND REDONDO ROAD, ON MAP NO. 8 OF PROPERTY OF SOUTHERN CALIFORNIA EDISON COMPANY, LTD., FILED IN BOOK 3 PAGE 4 OF OFFICIAL MAPS, RECORDS OF SAID COUNTY)

EXCEPT THEREFROM "ALL OIL, WATER, GAS, PETROLEUM AND OTHER MINERAL OF HYDROCARBON SUBSTANCES, LYING IN AND UNDER SAID LAND, PROVIDED THAT THE PROPECTING THEREFOR AND THE DEVELOPING THEREOF SHALL BE DONE BY MEANS OF WELLS OR SHAFTS SUNK AND MAINTAINED ON ADJACENT LANDS AND IN SUCH MANNER AS NOT TO DAMAGE, ENDANGER, OR INTERFERE WITH ANY STRUCTURE WHICH THE GRANTEE, HIS SUCCESSORS OR ASSIGNS, MAY HEREAFTER LOCATE OR MAINTAIN UPON THE PROPERTY HEREINABOVE DESCRIBED, IT BEING UNDERSTOOD THAT SUCH EXCEPTION AND RESERVATION SHALL NOT GIVE TO THE GRANTOR, ITS SUCCESSORS OR ASSIGNS, ANY SURFACE RIGHTS WHATEVER UPON THE ABOVE DESCRIBED LAND", AS PROVIDED IN THE DEED FROM SECURITY-FIRST NATIONAL BANK OF LOS ANGELES, TO SOUTHERN CALIFORNIA EDISON COMPANY, RECORDED MARCH 6, 1930 AS INSTRUMENT NO. 535, IN BOOK 9640 PAGE 33 OF OFFICIAL RECORDS.

## II. OVERVIEW OF THE SPECIFIC PLAN STUDY AREA

### A. THE COMMUNITY

The Aviation Specific area is located in the Southeast quadrant of the City of El Segundo. The design and implementation of this Specific Plan relate directly to its position within this larger context.

#### 1. Demographics

The community served by the City of El Segundo includes a very diverse population, representing the full spectrum of social, environmental and economic issues.

As of January 1, 1994, El Segundo has an estimated population of 15,668 and a total of 7,190 dwelling units, an increase of 869 units over the ten-year period from 1980 to 1990. During 1980 to 1995, El Segundo's population has increased by 11%, while housing units have increased by 14%. At year-end 1997, the daytime population was approximately 75,000<sup>1</sup>

The community is experiencing a significant demographic shift towards more young families. The median age of the residents is 33<sup>2</sup>. Family households are still a majority in El Segundo (56%) as opposed to single or unrelated households.

In 1990, the total population within the five miles radius using the Specific Plan area as a focal point was 499,104. It is projected to be 526,920 in year 2001 at a growth rate of 5.6%<sup>3</sup>

#### 2. Location context

The Aviation Specific Plan area is situated at the southeast boundary of the City of El Segundo, right off the northwest corner of the intersection of Rosecrans Avenue and Aviation Boulevard. The southwest side of the Plan area is abutted immediately by the MTA Green Line, which runs north and south in the vicinity, providing service between Norwalk and Redondo Beach. The Douglas Street station is elevated approximately 25 feet above the northwest end of the Specific Plan area.

The Specific Plan area is near the City of Manhattan Beach to the southwest, and the City of Hawthorne to the Northeast. Douglas Street dead-ends on both the southwest and northeast side of the Plan area, since the roadway is interrupted by the Santa Fe Railroad right-of-way.

#### 3. Economic Context

Over the past seventy-five years, the City of El Segundo has established itself as a major employment center for a variety of industrial, aerospace, high-tech and airport-related businesses. In 1995, El Segundo boasted a daytime working population in excess of 50,000

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<sup>1</sup> City of El Segundo Finance Department - December, 1997 Annual Financial Report (CAFR)

<sup>2</sup> 1990 Census Data

<sup>3</sup> Equifax National Decision Systems: Demographic Study - 1998

persons. El Segundo is home to many major corporations including Chevron, Computer Sciences, Hughes, TRW, Mattel, Xerox, Aerospace and Northrop Grumman.

The City is aggressively marketing itself as a favorable business environment using the concept of a "Small Town for Big Business".

**B. EXISTING LAND USES**

City of El Segundo has distinctive land use patterns, which are defined into four quadrants by Sepulveda Boulevard and El Segundo Boulevard. Compatibility of an individual land use is determined mainly by its relationship to other uses within its quadrant.

The Aviation Specific Plan area is east of Sepulveda Boulevard and south of El Segundo Boulevard. This portion of the City is designated as an industrial and commercial region which contains the Raytheon campus, the Allied Signal complex, the municipal golf course, the US Air Force Base, and Continental Park, a mixed use complex of hotel, office, restaurant, retail, research and development, sports club, and entertainment uses.

The adjacent land uses immediately northeast of the Specific Plan area are primarily office, research & development, light manufacturing and warehouse/distribution, including the Xerox Corporation. Across Aviation Boulevard, there are single family residential neighborhoods in the City of Hawthorne; south of Rosecrans in the City of Manhattan Beach are industrial and commercial uses, including the new Raleigh Manhattan Beach Studios. Southwesterly of the Santa Fe Railroad tracks is Continental Park, a mixed use complex that includes a hotel, a sports club, restaurants, theaters, research and development, retail, and office buildings.

**C. EXISTING UTILITIES AND INFRASTRUCTURE**

1. Water Service

Water utility service is provided by the City of El Segundo and is currently available within the Specific Plan Area. A 12-inch water line crosses the northwestern portion of the Plan area from the south leg of Douglas Street.

Reclaimed water systems are not available to the Specific Plan area at this time. The nearest main line is located in El Segundo Boulevard, approximately a half-mile north of the Plan area.

2. Fire Protection

The Specific Plan Area is within 1.5 miles of Fire Station 2 located at El Segundo Boulevard and Nash Street. The provision of water for fire suppression is provided from an existing hydrant on the northwest side of the Plan area at Douglas Street. Projected occupancy loads in the Specific Plan Area, the potential of life hazard and the degree of fire hazard are all expected to be extremely low.

3. Sewer Service

The City of El Segundo has two separate sewer systems. The Los Angeles County Sanitation District Areas services areas east of Sepulveda Boulevard, including the Plan area. Service connections will be made to the existing 8-inch line in Douglas Street north of the Plan area.

4. Gas/Electric/Telephone Utilities

A 6-inch Gas line, electric service, and a 12-inch telephone conduit in Douglas Street north of the Plan area with adequate capacity are currently available upon application and payment of applicable fees and charges<sup>4</sup>.

5. Solid Waste Disposal

Solid waste disposal is provided to commercial and industrial users by a variety of private haulers. Development within the Specific Plan Area would contract with a provider. Landfill capacity for the planning term (15 years) is adequate for assumed population and commercial growth within Los Angeles County<sup>5</sup>. The Aviation Specific Plan would not exceed any assumptions for either population or commercial growth in the region.

**D. POTENTIAL CHANGES**

El Segundo has been steadily moving away from heavy industrial and manufacturing uses towards commercial and professional uses. With the exception of long-standing uses like the Chevron Refinery and the Allied Signal and Air Products Chemical Plants, most heavy industrial uses have disappeared from the city. The reduction in geopolitical tensions have had a corresponding reduction in armaments manufacturing, a mainstay of the local economy for many years. In their place, El Segundo has attracted a spectrum of new economy companies such as Direct TV, Xerox, Sun Microsystems, Infonet and the professional services that support them.

The City is also improving its circulation infrastructure in the vicinity of the Specific Plan area. El Segundo is participating in a consortium of jurisdictions to augment the Rosecrans Avenue and Aviation Boulevard corridors. These major arterials will be expanded by a lane in each direction providing better access to the I-405 Freeway to the east and improving north-south mobility in the region. The City is also actively pursuing local, state and federal transportation monies to connect the two dead ends of Douglas Street beneath the railroad and Green Line rights-of-way to improve north-south travel routes within El Segundo.

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<sup>4</sup> City of El Segundo Public Works Department

<sup>5</sup> County of Los Angeles Countywide Siting Element, Adopted 1998

### **III. POLICIES, STANDARDS AND GUIDELINES**

The zoning policy is based on a ten-year outlook for development and growth. The Specific Plan envisions light industrial uses with moderate density. The development will serve the role of integrating land uses in the area along the MTA Green Line with those along Douglas Street and Aviation Boulevard.

The Specific Plan anticipates Warehouse and Storage development that will enhance support services for existing and future businesses and residents and promote a healthy use mix in a micro economic environment.

The Specific Plan provides for new development that offers quality design tailored to accommodate the existing SCE transmission lines, which will continue to operate in the Plan area. The entire area will provide an attractive, clean, safe and well-functioning image to the community.

Where the Specific Plan does not state standards or guidelines, the Light Industrial (M-1) Zoning Code development standards shall apply.

#### **A. ECONOMIC DEVELOPMENT**

City of El Segundo is an employment-led community. El Segundo's development has been led by employment rather than population growth. Industry experts are optimistic about El Segundo's economic future due to its many assets. The existing industrial base, high skilled labor pool and transportation infrastructure all suggest that El Segundo will benefit from the restructuring of California's economy. The development proposed in the Aviation Specific Plan area should serve the mission of economic development in the City. This mission is identified as "to create, maintain and implement a business climate that fosters a strong economic community, develop a strategic plan that will result in business retention and attraction, provide an effective level of City services to all elements of the community, and maintain the quality of life that has characterized El Segundo for more than seven decades".<sup>6</sup>

The development proposed in the study area shall be complementary to the maintenance and expansion of El Segundo's economic base. The development shall provide positive contribution to the City's economic base.

Permitted uses within the Specific Plan area shall be able to create job opportunities and seek for balance between growth, local resources and infrastructure capacity.

Permitted uses shall accommodate the City's future investments in infrastructure and facilities, such as the Douglas Street road connector, that encourage commercial and industrial development.

#### **B. LAND USE**

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<sup>6</sup> El Segundo Website - <http://www.elsegundo.org>

The development in the Aviation Specific Plan area shall address its compatibility with adjacent uses. The Specific Plan area is currently zoned as Open Space (OS) which serves mainly as a utility corridor of Southern California Edison for its electrical power lines and towers.

The Aviation Specific Plan area encourages primarily Warehouse and Storage uses in the entire planning area with limited ancillary and support uses. The study area shall be rezoned from the current Open Space (OS) to Aviation Specific Plan (ASP). This is based on the following findings:

1. The most adjacent use of the property is primarily office light manufacturing and research & development.
2. The area is currently underutilized. Higher and better uses on the site will be able to provide city with business license and property tax revenue.
3. The existing designated Open Space mainly serves as Edison's utility corridor and not accessible to nearby residents or businesses. Therefore, the site is not directly related to the view, recreation and quality of life in the one-mile radius should it be redesignated and rezoned.
4. Consistent zoning and utilization of land is a desirable planning policy which fosters good urban design and quality developments.

**C. CIRCULATION**

The Aviation Specific Plan area is right off the intersection of Rosecrans Avenue and Aviation Boulevard. Both arterials experience heavy congestion during the peak hours on weekdays, and the intersection of Rosecrans Avenue and Aviation Boulevard currently operates beyond capacity (Level of Service F) at critical times of the day. The traffic impact on the intersection and the two streets will be an important criterion in evaluating development proposals for the area.

1. The new development shall accommodate the City's future transportation system upgrade. In particular, the new development shall incorporate the planned future connection of Douglas Street. New development shall in its site configuration, indicate the layout flexibility and the capacity of temporarily providing alternate access during the construction of Douglas Street road connection.
2. The ingress and egress to the Plan area shall be taken from Aviation Boulevard.
3. Only emergency vehicles, LACMTA, SCE, and other public agency maintenance vehicles shall be allowed access from Douglas Street on a permanent basis.
4. The traffic generated by new development in the Specific Plan area shall not generate more than 150 trips per day.

5. The circulation of the Specific Plan area shall not interfere with the ingress and egress of the Green Line Transit Station.
6. All parking generated by new development shall be accommodated within the Specific Plan area. No on street or off-premise parking shall be provided to the Specific Plan area.

**D. AESTHETIC**

The Aviation Specific Plan area is situated at the southeast corner of the City, a gateway location.. The design and quality of new development is directly related to the image of the City, can affect property values in the adjacent neighborhood, and contribute to the quality of life in the community.

1. New development in the Specific Plan area shall provide adequate landscaping and enhance view sheds from adjacent properties. Major activity centers within the Plan area shall be located to minimize impacts on neighboring properties. Such impacts may include but not limited to views, noise, odor, light and glare.
2. The design of new development shall provide full architecture treatment of facades facing the Aviation Boulevard frontage as well as those facing adjacent properties.
3. New development shall provide consistent design quality throughout the premises. This may include, but not limited to consistent architecture treatments and use of materials.
4. New development shall provide contemporary landscape treatments.

**E. LANDSCAPING**

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

1. The minimum acreage devoted to landscaping within the Specific Plan area shall be 15% of the total land area.
2. The landscaping within the new development shall soften and buffer the edge of the property from the adjacent uses, as well as public right-of-way. The purpose of these landscaping areas is:
  - a. To reduce the visual impact of development on the site.
  - b. To maintain visual security around buildings and between adjacent uses by optimizing development configuration.
  - c. To repeat certain details, with variations, to link buildings into a cohesive design.

- d. To reduce the heat gain of parking lots by providing shaded parking.
  - e. To encourage the use of reclaimed water for irrigation purposes where available.
  - f. To encourage the use of drought tolerant plant material and water conserving landscape and irrigation systems.
3. Landscaping criteria is divided into three separate components.

a. *Property Entry Area*

Landscaping at the entrance of the Specific Plan area shall be accentuated and distinguished from that within the rest of the Specific Plan area. A permanent irrigation system shall be installed at the property entry area.

b. *Building Perimeter*

In those instances where setbacks are provided, all buildings shall have landscape areas and permanent irrigation systems around their perimeter.

A combination of soft and hard landscape material may be installed in harmony with the overall design of the development. The design of the landscaping at the south end of each storage building shall incorporate a variety of heights, textures and colors to enhance and soften the view of the south elevations.

c. *Property Perimeter*

All required setback areas shall be fully landscaped including permanent irrigation systems.

The landscaping shall incorporate the theme utilized for the public right-of-way and one shaded tree shall be provided for every 25 feet of street frontage. Frontages on a major thoroughfare shall be generously landscaped to provide an appealing image of the property.

Setbacks shall be adequately landscaped with trees provided every 130 feet. Easements encumbered on the property along the property perimeter shall be landscaped.

Parking may encroach into the landscape setback up to a maximum of 50% of the required setback area provided that a minimum landscaped setback width of 5 feet is maintained.

**D. PUBLIC SAFETY**



New development in the Aviation Specific Plan area shall consciously and effectively ensure that the property will not pose a public safety nuisance to the community. Considering that the area is surrounded by hotel, office and light industrial uses, and is adjacent to the Douglas Street MTA Green Line station, nighttime safety in the area is a critical element in evaluating development proposals.

1. Lighting shall be adequate throughout the Specific Plan area and shielded to minimize off-site illumination. The minimum height of a lighting source shall not be less than 8 feet nor greater than 12 feet. The maximum distance between every two lighting source shall not exceed 30 feet.
2. The site design and operation shall comply with police safety policies with regard to site layout and building configurations.
3. New development in the Specific Plan area shall maintain and increase the safety perception of the MTA Green Line Station which operates late into night

**E. SIGNAGE**

The purpose of this section is to encourage the effective use of signs as a means of communication between the Specific Plan Area and the rest of the community. It seeks to balance enhancing the market visibility of the area with preserving and enhancing the aesthetic quality of the neighborhood.

1. Only monument signs shall be permitted in the Aviation Specific Plan Area. No more than two monument signs will be permitted on each street frontage and no sign will exceed a maximum 300 square feet in size.
2. All signs shall be constructed of permanent materials. Signs shall be permanently attached to the ground, a building or another structure by direct attachment to a rigid wall, frame or structure. All signs shall be maintained in good structural condition, and be in compliance with all building and electrical codes at all times.
3. The signage in the Specific Plan area shall reinforce the uniformity of standard components over the City of El Segundo. Signs in the Specific Plan shall be consistent in color scheme, lettering or graphic style, lighting, location of sign, materials, and sign dimensions.

## IV ADMINISTRATION

### A. INTRODUCTION

The Aviation Specific Plan shall be administrated in accordance with the City Municipal Code except as noted herein.

### B. SPECIFIC PLAN ADMINISTRATION

#### 1. Administrative Determinations

Administrative Determinations shall comply with Section 20.72.020 of the El Segundo Municipal Code.

#### 2. Land Use Determinations

The Director of Planning and Building Safety may grant administrative determinations related to uses in accordance with Section 20.72.020 of the El Segundo Municipal Code.

#### 3. Development Standards Determinations

The Director of Planning and Building Safety may grant administrative determinations related to development standards, provided any administrative relief shall not exceed 10% of any development standard.

#### 4. Decision

Decision shall comply with Section 20.72.040 of the El Segundo Municipal Code.

#### 5. Findings for Approval

Findings for Approval shall comply with Section 20.72.045 of the El Segundo Municipal Code.

#### 6. Expeditious Review Process

Expeditious Review Process shall comply with Section 20.72.050 of the El Segundo Municipal Code.

#### 8. Planning Commission Review

Planning Commission Review shall comply with Section 20.72.060 of the El Segundo Municipal Code.

9. Appeals

Appeals shall comply with Section 20.72.070 of the El Segundo Municipal Code.

**C. CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE**

The Specific Plan was approved in accordance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines (Guidelines), and City policies adopted to implement the CEQA and the Guidelines.

CEQA clearance has been granted by the City as follows:

**TABLE A**  
**CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE**

Land Use	Maximum Allowable Development under CEQA Clearance
Mini storage/Self Storage	66,000 square feet net floor area

Source: City of El Segundo and Everest Storage

The CEQA clearance indicated above is reflective of the maximum square feet permitted by the Specific Plan, which is **66,000 square feet** (296,750 square feet of lot area times 0.22 FAR = **66,000** square feet).

Additional CEQA clearance may be granted in one (1) of the following two (2) methods.

1. **Exceed Clearance:** Approval in accordance with CEQA and City requirements to exceed the thresholds indicated in Table A.
2. **Within Clearance:** Approval of an administrative finding by the Director of Planning and Building Safety in accordance with Section IV of this Specific Plan. The Director of Planning and Building Safety must find that the proposed use and density/intensity does not exceed the CEQA clearance established in Table A.

## V. DEVELOPMENT STANDARDS

### A. PERMITTED USE

Permitted uses in the Aviation Specific Plan are as established below:

1. Mini-storage/self storage facilities;
2. Outdoor recreational vehicle storage and,
3. Offsite surface parking lot for adjacent properties.

### B. DEVELOPMENT STANDARDS

The Aviation Specific Plan Development Standards apply to all uses in the Plan area. Where the Specific Plan does not state, new development shall comply with the Site Development Standards in Section 20.40.060 or other applicable sections of the El Segundo Municipal Code.

#### 1. General Provisions

- a. All uses are subject to administrative site plan review to assure design compatibility and adequate access when the future Douglas Street connection is designed and constructed.
- b. All uses shall comply with the provisions of Section 20.40.060 of the El Segundo Municipal Code, except as follows:
- c. Landscaping: Not less than 15 per cent of the total net land area shall be devoted to landscaping which shall be distributed throughout the Specific Plan area, pursuant to Section III.E. of the Aviation Specific Plan.

#### 2. Lot Area

- a. The minimum lot area shall be the entire Specific Plan area. No subdivision of land is permitted in the Plan area.

#### 3. Height

- a. Buildings within the Specific Plan area shall not exceed 10 feet in height except for ancillary office use, which shall not exceed 25 feet in height.
- b. Structures shall not interfere with the operation of the MTA Green line or the Southern California Edison transmission lines.
- c. Structures may not cast shadows on adjacent uses.

4. Setbacks
  - a. Initial Phase: As depicted on the Development Plan A on Exhibit 4.
  - b. After Douglas Street connection: As depicted on the Development Plan B on Exhibit 5.
5. Lot Frontage
  - a. Frontage on Douglas Street and Aviation Boulevard shall be as depicted on the Development Plan (Exhibit 3).
6. Building Area
  - a. Total net floor area in the Specific Plan shall not exceed 0.22: 1.0 Floor/Area Ratio.
7. Walls & Fences
  - a. All walls and fences will comply with the provisions of Section 20.40.060 of the El Segundo Municipal Code.
8. Access
  - a. Public access to the Specific Plan area shall be from Aviation Boulevard .
  - b. New development shall provide and maintain access for Southern California Edison (SCE), LACMTA, and other government agency maintenance vehicles.
  - c. New development shall be designed to accommodate access for emergency vehicles.
9. Parking and Loading
  - a. Parking and loading shall be provided as required by Section 20.40.080 of the El Segundo Municipal Code.
10. Hours of operation
  - a. The operation hours shall be limited from 7:00 AM to 7:00 PM daily.