

From: [Planning](#)
To: [Allen, Michael](#)
Cc: [Schonborn, Eduardo](#)
Subject: FW: Kansas st
Date: Tuesday, February 8, 2022 4:15:08 PM

FYI

From: MICHAEL ROMANO <ym.31@sbcglobal.net>

Sent: Tuesday, February 8, 2022 1:47 PM

To: Planning <Planning@elsegundo.org>

Subject: Kansas st

Hello, why 800 spaces in an ugly building. What really concerns me is the freeway we call home, Kansas St. As of now people speed up and down and run the stop sign at Pine st , with increased cars (they want to avoid PCH) it will turn this street into a highway just when more kids and their parents are moving in. It will also affect the home values, but especially the safety of the block. Please put a motor cop on the block in the early mornings (people heading south) and at 5pmish (going north) .

We all want the tax dollars for this great little gem of a city but too much is too much!

Michael Romano

508 Kansas St

310-387-8818

From: [Planning](#)
To: [Samaras, Paul](#)
Cc: [Schonborn, Eduardo](#)
Subject: FW: PCC CONCERNS
Date: Tuesday, February 8, 2022 4:35:14 PM

fyi

From: paul morrison <exmudshark@yahoo.com>

Sent: Tuesday, February 8, 2022 4:34 PM

To: Planning <Planning@elsegundo.org>

Subject: PCC CONCERNS

Dear Staff

My name is Paul Morrison. I live at 421 Indiana St. Apt 4, El Segundo.

I am writing this letter to clarify some issues I have with the PCC Project.

I am responding to the latest letter I received from the City Of El Segundo.

In the waiver section of the letter you state that the minimum width of a street needs to be 36' wide for safe two-directional vehicular passage. Indiana St. (North of Holly St. and South of Mariposa St.) measures 34' wide from curb to curb. From Criteria 1 and the Findings you state that "Indiana St will maintain a 34' width, which meets the required 26' clear width needed."

Was this a mistake? I do not see how the 26' width applies to any of the previous statements. Was this a typo error? Did you mean that Indiana St. will eventually be widened to meet your safe minimum required width of 36' necessary for emergency vehicle access as determined by the Fire Chief.

I have lived at this address for over 26 years. Indiana St. is used as a cutoff shortcut from Grand Blvd. to Mariposa and then PCH. It is heavily traveled and parking along either curb is always full. The existing 34' wide clearance makes for extremely hazardous two-directional travel. I slow down for passenger vehicles and usually find a turnoff if I encounter commercial vehicles. If the first phase of construction for PCC COM 1, 2 & 3 is to widen Indiana St to the safe (by your own admission) 36' wide width from curb to curb, please disregard the following concerns about Indiana St.

If the last stage of construction on PCC COM 1, 2, & 3 is to widen Indiana St., how do you plan on addressing the existing inferior street width that your Fire Chief has deemed necessary for Emergency Vehicles? Do you plan on making the East side of Indiana St. a no-parking zone during construction? Will Indiana St. be a one-way only street during construction? Will Indiana St. be used by construction vehicles during the Project? If so, will this impede traffic flow due to the narrow road width? Has there been any thought in making the West side of Indiana St. a temporary Parking Permit Only area? These are some of my concerns for safe ingress and egress along Indiana St. Please respond.

My other concerns regarding this Project is the noise, I made a rough calculation and can envision +/- 70 "I-Beams" (soldier piles) required for the excavation of the project. Will the Project employ a continuously flighted hollow shaft auger to place these "I-Beams" (soldier piles) or will a pile driver be used for this phase of the Project. Will the sound barrier carpet be installed before this phase of construction? Also, how high is the sound barrier carpet going to be? Will the sound barrier carpet extend up the the full height of the structure to be built?

I have read the EIR and admit to glossing over some of the minutiae concerning noise monitoring during construction. Will sound monitoring stations be placed directly across from the Project? Remember, I face the proposed 8-story parking structure to be built. Will there be a published decibel level during construction? Is there a limit as to decibel levels? What measures are in place when the Project exceeds allowable decibel levels during construction? Has there been any thought of compensation when the decibel level is exceeded for affected residents? Has there been any discussion to install soundproof windows for those residents directly across from the Project? If pile drivers are to be used to install the "I-Beams", how are the vibrational issues to be addressed?

I would like to know if the Phasing of these multiple projects has been finalized. Are they going to be built sequentially or concurrently? Is there a start date for construction of this Project? Will there be continuous City Council Meetings to address problems associated with the construction of these Projects? Will there be a Hot Line for residents to use during construction? Will construction be allowed on Saturday? Does the Project address the problem of sub-contractors coming in on Sundays to do work? (this is a common problem of any construction project) What are the hours of operation to be? Will the haul route use

Indiana St.? Will there be sound monitoring equipment set up to record the decibel levels during construction? Will backup alarms on construction equipment be modified to reduce noise to the residents?

Your answers to these concerns will be greatly appreciated by myself and others that reside along Indiana St.

From: [Planning](#)
To: [Schonborn, Eduardo](#)
Cc: [Samaras, Paul](#)
Subject: FW: Public comment for planning commission meeting
Date: Thursday, February 10, 2022 10:47:44 AM

FYI

From: Gayle CdeBaca <gaylecdb73@gmail.com>
Sent: Thursday, February 10, 2022 10:09 AM
To: Planning <Planning@elsegundo.org>
Subject: Public comment for planning commission meeting
Planning Commission Meeting 02-10-22

Public Comments

Item H – PCC Project

*Comments to be read into record

I am concerned about the traffic congestion in the area of PCH and Mariposa. I don't believe enough is being done to address the increased traffic from this new complex. The current traffic situation is already bad in that area. Has anyone observed traffic during school hours? The cars back up from PCH past Washington, almost to California, before and after school. The new proposed right turn lane won't help because the back up of cars will block the ability to use the lane. The bigger issue exists when someone wants to turn into the 7-11 going East or West on Mariposa. There is no room for more than one car so it backs up traffic until they can enter the driveway. A better traffic study needs to be done to include the current issues before adding new ones. If you lived near here you would want a better solution for your family.

Regards,
Gayle CdeBaca

From: [Planning](#)
To: [Schonborn, Eduardo](#)
Cc: [Samaras, Paul](#)
Subject: FW: Concerns with Upcoming Developments
Date: Thursday, February 10, 2022 10:47:23 AM

FYI

-----Original Message-----

From: Nicole McAllister <nemcallister@hotmail.com>
Sent: Thursday, February 10, 2022 10:38 AM
To: Planning <Planning@elsegundo.org>
Subject: Concerns with Upcoming Developments

To Whom it May Concern,

I would like to submit the following notes in regards to the Planning Commission meeting this evening, Thursday, February 10th.

My name is Nicole McAllister. My family and I live on Kansas Street, near the corner of Kansas and Holly. We have been vocalizing our immense concerns, along with hundreds of our neighbors regarding the Catalyst Project potentially taking over our quiet, safe, family friendly neighborhood. We are still waiting to hear about any new developments regarding that project. Hopefully that project has been drastically dialed back after their insane proposal was reviewed.

In the meantime, we are also learning more about two other massive projects that are being considered near our quiet neighborhood. We understand the Pacific Coast Commons project is being considered or will be going in near our home as well, along with another huge construction project, proposing to raise the height of a building to 60' at the corner of Kansas & ES Blvd. I'm not sure of the exact specifications of these projects but this is what I have gathered from notes a neighbor has sent to the community. We honestly can't keep up with all of these major projects.

We are very concerned with the amount and scope of the projects being considered at the same time in this otherwise quiet, calm, happy and safe family neighborhood. Not to mention everything that comes along with all these major construction endeavors...the noise, traffic, congestion and other inconvenient/unpleasant impacts. Not only that but it seems the "bigger is better" outlook is winning out in a town that is definitely not known, loved or appreciated for being "bigger".

It is my opinion and observation, having been born and raised here, that the people of El Segundo appreciate and love this town because of the quiet, family friendly, unassuming charm it has. We are literally known for being "Mayberry by the Sea" in the middle of LA. Many of these major projects seem to be in direct contrast to the exact reasons why many, if not most have chosen to live here (with hefty price tags which reflect the demand for living in this little oasis).

Progress for the sake of progress? At what cost? To what end? What factors are being weighed when considering these projects? How much do you weigh the concerns of the local residents?

I'm definitely not saying I don't believe in progress or improvements. Progress and evolution are critical for survival but to what end? So this place is unrecognizable? Who makes the decisions as to what "progress" and "improvements" are? What is weighed when making these decisions? When and how are the residents notified when these projects are being proposed and how it will impact them?

I/We just want to make sure the city is taking the concerns of the residents and especially those of us who live near these multiple sites very seriously and weigh our concerns heavily when making these decisions. Decisions which will most definitely impact the quality of life for local residents both in the short and long term.

We would like full transparency. It seems, a lot of the time, these projects get so far with their planning before many residents even hear about them. And at a certain point, it's too late to raise concerns. Can you please let me know how, where and when you notify all residents in the area of these or any other massive projects that will impact the surrounding area? Who qualifies to be notified and how did the city decide who qualifies? Do you notify residents who aren't within a certain radius so they can weigh in also, because these decisions will most certainly impact them as well?

I would also like to know how you plan to mitigate the traffic, congestion, noise and other extremely inconvenient issues that follow major construction sites, especially having 2 or 3 major projects going on at the same time, within a few block radius?

In regards to the Catalyst Project, I had heard about it far later than many of my neighbors. I don't consider myself living under a rock but I certainly don't have time to constantly read the planning commission's information page or look up what project is being considered to go in here or there. So when I did hear about it, it was because many of my neighbors had been vigilant and had spent a lot of time researching and looking into the specifications.

Many of us also don't know how to read/understand hundred page reports with a lot of unfamiliar architectural and legal jargon. If it weren't for my neighbors breaking things down and educating the neighborhood, many of us wouldn't have understood, let alone known to vocalize our opposition to the absolutely absurd proposal of the catalyst project. Not to mention these two additional projects of the Pacific Coast Commons and the building at Kansas & ES Blvd.

It just seems a bit below board. Remind me, What is the Legal responsibility of the city and/or the Project Coordinator to notify residents of a massive project is being considered near them...something like only residents within 150 yards of the proposed site are notified if a project is being proposed? That's laughable. And even then, in regards to the Catalyst Project, many neighbors within 150 yards (or whatever the number is), were not notified. Intentionally perhaps? Not quite sure but seems a bit fishy.

Does the planning commission or the City of El Segundo have any plans to better inform and communicate to the residents of any up and coming/to be considered massive construction projects that will most definitely impact the city as a whole and more acutely, the residents in the immediate area? Is there a better way to not only notify residents but to convey the true impacts of these projects in a way that we can understand without hiring a lawyer or an architect to decipher the endless pages of Impact Reports and Proposals?

I would love to hear back from someone regarding my thoughts and questions. I do understand each of you at the city is just doing your job but from what I have witnessed first hand with the zoom meetings and council meetings etc., is that there is a major disconnect between what the city knows, understands and plans versus what the residents know and understand. I think it is critical to try and bridge that gap for the benefit of both sides. I hope you agree.

Thank you for your time.

-Nicole McAllister
408 Kansas St
El Segundo, Ca 90245

Sent from my iPhone



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Amalia@lozeaudrury.com

Via Email

February 10, 2022

Chair Ryan Baldino and
Honorable Members of the Planning
Commission
City of El Segundo
Development Services Department
350 Main Street
El Segundo, CA 90245

Paul Samaras, AICP
City of El Segundo
Development Services Department
350 Main Street
El Segundo, CA 90245
psamaras@elsegundo.org

Re: Supplemental Comment on Final Environmental Impact Report, Pacific Coast Commons Specific Plan (SCH# 2020050508)

Dear Chair Baldino, Honorable Members of the Planning Commission, and Mr. Samaras:

I am writing on behalf of Supporters Alliance For Environmental Responsibility (“SAFER”) regarding the Final Environmental Impact Report (“FEIR”) prepared for the Project known as Pacific Coast Commons Specific Plan, aka SCH# 2020050508, including all actions related or referring to the proposed demolition of existing surface parking lots and construction of a new mixed use development located at 401-575 N. Pacific Coast Highway (PCH) and the parking lot on 600-block of PCH in the City of El Segundo (“Project”).

We previously commented on this project ahead of the December 9, 2021 Planning Commission hearing, which was continued. Earlier this month, the City of El Segundo (“City”) released the agenda for the February 10, 2022 Planning Commission hearing, in which included an FEIR dated February 2022, and the City’s responses to comments from SAFER and the Southwest Regional Council of Carpenters (“SWRCC”) which had not previously been responded to. We are submitting these comments as a supplement to our December 9th comment for the Planning Commission’s consideration.

After reviewing the February 2022 FEIR, we conclude that changes made to the DEIR require recirculation. Further, the issues raised in our December 9th comment letter remain. SAFER requests that the Development Services Department address these shortcomings in a revised environmental impact report (“REIR”) and recirculate the REIR prior to considering approvals for the Project.

I. DISCUSSION

A. The City Has Added Significant New Information to its EIR and is Therefore Required to Recirculate the FEIR.

CEQA requires re-circulation of an EIR when significant new information is added to the EIR following public review but before certification. (PRC § 21092.1). The CEQA Guidelines clarify that new information is significant if “the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project” including, for example, “a disclosure showing that ... [a] new significant environmental impact would result from the project.” (14 CCR § 15088.5).

The City added three additional related projects to its cumulative impacts analysis in the FEIR. These projects are all located just blocks from the proposed Project site and have the potential to add a substantial increase in severity to numerous environmental impacts, such as air quality and noise. The public must be given the opportunity to review and comment on the substantial new information which includes additional pages of tables, charts, maps and new analysis that resulted from the inclusion of the new projects in the FEIR’s cumulative impacts analyses. The public has a right for their comments, and the comments of their experts, to be responded to in the FEIR, as required by CEQA.

The DEIR should be recirculated for full public review to address the impacts identified above and to propose feasible mitigation measures.

B. Substantial Evidence Remains that the Project Will Have a Significant Health Risk Impact from its Indoor Air Quality Impacts.

In its December 9th letter, SAFER included the comments of Certified Industrial Hygienist Bud Offermann, who found that the Project would likely expose residents and commercial employees of the Project to significant indoor air quality impacts. (SAFER letter, Dec. 9, 2021, Exhibit A). In its response to comments, the City states that building materials for the project would be required to comply with applicable state and federal standards, including California Air Resource Board (“CARB”) regulations. However, Mr. Offermann’s analysis specifically assumes compliance with CARB’s formaldehyde airborne toxics control measures. (SAFER letter, Dec. 9, 2021, Ex. A, p. 4). Despite use of these measures, Mr. Offermann found cancer risks for residents and commercial employees that exceeded applicable South Coast Air Quality Management District (“SCAQMD”) standards.

Additionally, contrary to the City’s assertion in its response to comments, it is required under CEQA to address the carcinogenic formaldehyde emissions identified by Mr. Offermann in his comment. As noted in the December 9th letter, the court in *California Building Industry Ass’n v. Bay Area Air Quality Mgmt. Dist.* (“*CBIA*”) held that CEQA’s statutory language requires lead agencies to disclose and analyze “impacts on *a project’s*

users or residents that arise *from the project's effects* on the environment.” ((2015) 62 Cal.4th 369, 800). The emissions identified by Mr. Offermann will stem from the Project and therefore must be addressed in a Revised Environmental Impact Report.

C. The FEIR Fails to Properly Account for the Project's Growth-Inducing Impacts.

CEQA standards require EIRs to assess growth-inducing impacts of a proposed project. (PRC § 21100(b)(5)). As explained in CCR Tit. 14 § 15126.2(e), this analysis is important because “[i]ncreases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects.” This includes potential impacts on public services, transportation, and greenhouse gases, among others.

Here, the DEIR has relied upon 2010 Census Results to conclude that anticipated growth is not considered substantial. (DEIR, p. 4.11-15). However, 2020 Census Data for the City of El Segundo is now available,¹ and it indicates a population of 17,272, which exceeds Southern California Association of Governments' (SCAG) projections for 2020 (16,777) and 2045 (17,200). (DEIR, p. 4.11-13). This Project alone will add an additional 618 people, and does not analyze additional population expected from any other cumulative project planned or proposed at any time between now and 2045, each of which would further exceed projections. This constitutes unplanned growth that must be disclosed and its impacts analyzed in a Revised EIR.

II. CONCLUSION

For the foregoing reasons, SAFER believes that the EIR is wholly inadequate. SAFER urges the Planning Commission to refrain from recommending certification of the FEIR or recommending approval of the Project in order to allow staff additional time to address the concerns raised herein. Thank you for considering our comments and please include this letter in the record of proceedings for this project.

Sincerely,



Amalia Bowley Fuentes
Lozeau Drury LLP

¹ <https://www.census.gov/quickfacts/elsegundocitycalifornia?>

February 10, 2022

To: El Segundo Planning Commission

From: Cheryl Smith, Kansas Street neighbor

RE: Pacific Coast Commons Project and Building at El Segundo Blvd and Kansas St.

Thank you all for volunteering your time to be the team that reviews requests from developers and listens to the community to determine what is a good fit for our town.

I would like to address two of the agenda items for your meeting today. Personally, I prefer pictures to get an idea of the scope of what I am looking at, so I have included a couple of maps, so that you can get the big picture of all of the changes that are being proposed in just a few blocks area of El Segundo. These changes will impact the quiet neighborhood that we have bought into. This will change the dynamic of congestion, traffic, parking and safety of our neighborhood streets. The commercial and business ventures are encroaching on homes and family neighborhoods. I am asking that you be our representatives and consider all of what is going on as you look to make your decisions today.

Concern #1: Addition of building space and building height precedent:

Per agenda G. 3. Proposed Smoky Hollow Specific Plan Amendment, Tier II Community Benefits Plans, Site Plan Review, Master Sign Program, and Offsite Parking Covenant for the construction of substantial additions to the existing buildings locate at 1475 East El Segundo Boulevard and 1320-1330 East Franklin Street. (BM/ES)

“Project Description: The proposed Specific Plan Amendment (SPA) would modify the Height Development Standards for Community Benefit Plan (CBP) Tier II applicable projects in a designated 30-acre subarea of the Smoky Hollow Specific Plan (SHSP) with a max. building height deviation up to 60 feet. The proposed Project also involves the redevelopment of two adjacent sites within the SHSP, the South Site (aka Parcel A [EA No. 1281]) and the North Site (aka Parcel E [EA No. 1282]).

On the 1.01-acre South Site the Project would develop a 44,604-square foot addition to the existing 19,311 sf, one-story brick building that would be structurally preserved in place. This site would have a total building area of 63,915 square feet (FAR = 1.45) and a new building height of 59’ 6”.

The proposed Project for the North Site would develop a 1.07-acre portion of a 4.34-acre property with two buildings, one research and development and office building and a coffee pavilion building. The existing 19,493 square foot (sf), one-story brick building would be preserved and two new floors with 44,802 square feet would be added above it. This would result in a total building area of 65,061 square feet (FAR = 0.95) and a new building height of 59’ 6”. The new coffee pavilion will have 766 square feet with a maximum height of 23’ 8”. This site would also include construction of a new 5,000-square foot public outdoor park with park seating, picnic tables, shade trees and landscaping.”

My comments:

- Building Space: In looking at the highlighted text above, I see that there is additional building space being added. This concerns me because of:
 - the increased traffic on our streets of people coming in to/leaving town. I would like to ask that the Planning Commission work to develop a flow into and out of the city that does not include the neighborhood streets. For example, somehow block off or make travel on streets like Mariposa, Kansas, California, Washington, Pine... unfavorable for routes to be taken to get into town in order to avoid congestion on PCH.
 - the increased number of cars that will need parking during the day. In researching standard practices for commercial space (see below in references), it appears that the commercial industry is trending towards 5-6 spaces per 1000 sq ft of office space. I would like to ask that El Segundo adopt this guidance for all projects in an effort to minimize parking congestion and impact on our surface streets. This is important so that neighborhood safety and road visibility can be maintained. If these developments were going in in an area east of PCH where there is a lot of commercial building, I could understand the spillover on to the streets. But the proposed developments are just a THREE blocks from the residential community of El Segundo or right next door. I understand that this specific development is at the far end of Kansas, but it will have an impact on the buildings north of El Segundo Blvd. As more cars come into town south, they will push the other cars more north, which will push people work at the incoming Catalyst building north and so on... a type of domino effect, which would result in congestion on the streets of our quiet neighborhood and around Holly/Kansas Park.
- Building Height: When the Smoky Hollow Plan was coming into existence, I had no idea that it included the area NORTH of E Grand Ave. Smoky Hollow is south of E Grand Ave. And so the plan went unnoticed by many and input was not given that should have been by the neighbors in the Holly/Kansas/Washington/California streets area. I am concerned about the height that the Catalyst building is proposing for their upcoming development. This building needs to be inline with the surrounding buildings, not a big mirrored tower that would look better on the east side of PCH, blocking the sun and aesthetics of our neighborhood. My point: I do not want the 60' height of the new building at the end of Kansas (just 3 blocks away) to set a precedent or make it easier for Catalyst to be able to build to this height. The height restriction should be 2 stories for anything that is adjacent to other single family homes.

Concern #2: Addition of building space, parking, congestion and traffic:

Per Agenda H. 4. Pacific Coast Commons Project - Street dedication waiver notice [IS "NOTICE" NECESSARY HERE?]. (PS)

"Project Description: The Project site is currently occupied by surface parking lots, the Fairfield Inn and Suites Hotel, and the Aloft Hotel. The Project would allow for the redevelopment of the existing surface parking lots and a portion of the Fairfield Inn and Suites Hotel property within the Project site through the adoption of a Specific Plan. The adoption of a Specific Plan would allow for (1) the continued operation of the Fairfield Inn and Suites Hotel and Aloft Hotel, which contain 596 rooms within 288,767 square feet of hotel development; (2) 327,021 square feet of residential development for 263 new housing units, including 257 multi-family apartments and six condominium/townhomes; (3) 11,252 square feet of new commercial/retail uses; and

(4) **three new parking structures containing approximately 792 parking stalls.** The Project site is bound by Palm Avenue on the north, PCH on the east, Holly Avenue on the south, and Indiana Street on the west. Mariposa Avenue bisects the Project site. The Project is required to dedicate portions of the project property frontage as public street in compliance with the Circulation Element requirements.

My comments:

- I feel that I could just cut and paste what I wrote before regarding the impact to our streets in regards to traffic, visibility and parking.
- Please see the chart I created below. This information was pulled from information I have received. It appears that Pacific Coast Commons (PCC) needs to add another 500 parking spaces to their plan to account for the hotels, their employees, the new residents and the new commercial developments that are being proposed.
- Our neighborhood is being squeezed from the east by PCC, potentially by the new 60' structure at the end of Kansas and definitely by Catalyst (right inside our neighborhood).
- I would like to point out that Pacific Coast Commons has committed to covering the implementation cost of a resident permit parking district... what is considered the boundaries for this parking district? Is it just Illinois? Indiana? Or will it extend west?

In summary:

Truly, this all comes down to the addition of building space, which will increase congestion and traffic on our neighborhood streets and the reduction in parking. I think that there needs to be a better plan put into place on how to protect our homes and neighborhoods. Those of us who live on the southeast side of town are being bombarded by developments on the south and east sides of our quiet neighborhood. All of this will bring in more people, more cars, more traffic, more congestion.

I would like to ask the Planning Commission to look at the Big Picture of all that is being proposed (again see attached map for visual). How can we all win? How can our streets remain safe for kids, block parties, families walking to school, etc.? We already have issues with people leaving cars on the streets (as is evidenced by the California Street request for permit parking that was approved by City Council February 2022).

Before this all goes into effect, why not do the traffic study and projections of the impact that **all** of these upcoming projects will have to our neighborhoods now? Why not recommend to City Council to put into place a parking permit system for all of Indiana/Illinois/Washington/Kansas/California streets now? Why not look at making some of the streets in this area one-way to reduce traffic on the side streets (making the side streets less appealing for non-residents to use)? Or increasing the ability for people to use the main streets – like having main entrances to these big complexes only accessible from PCH, E Grand Ave or El Segundo Blvd – not the little neighborhood streets?

Again, please consider the big picture and all that is going on in this 5 block area. Thank you so much for your time and for taking my comments into consideration. My goal is to keep the community and children safe.

Pacific Coast Commons Parking Concerns:

Location/Site Name	# of parking spaces needed for new residents	# of parking spaces needed for Commercial use	# of parking spaces needed for hotel guests	# of parking spaces needed for hotel employees	Total # of parking spaces needed	Stated parking spaces committed	Net parking spaces
Existing Fairfield & Aloft hotels	0	0	596 rooms = 596 spaces	US avg is 1 employee/2 rooms = 298 employees = 100 spaces (assuming work 1/3 of the day)	696	Are these already in existence or will they be torn up during construction and then put into the new 792 parking structure?	+696
Fairfield Parking Structure	No new residential structures	2,200 sq ft = 14 spaces			14	792	-778
PCC North	137 apartments & 6 Townhomes @ 2 cars/home = 286 spaces	2,223 sq ft = 14 spaces	Rolled in to above #	Rolled in to above #	300		+300
PCC South	120 apartments @ 2 cars/home = 240 spaces	5,756 sq ft = 35 spaces	Rolled in to above #	Rolled in to above #	275		+275
			Total parking spaces that appear are not accounted for:				+493

Catalyst Project Parking Concerns:

Catalyst project (as stated on their website) is planning on a parking ratio of 3.4 to 1,000 sq ft. The minimum industry recommended is 4 spaces with a preference of 5-6 spaces from occupants. Total building area in the 4 buildings near the Kansas St and E Grand Ave intersection is 265,000 sq ft of space. It appears Catalyst is planning for 900 parking spaces, when it will most likely need 1,590. So a deficit of nearly 700 parking spaces.

References:

<https://www.commercialrealestate.loans/commercial-real-estate-glossary/parking-ratio>

“Office Parking Ratios May Be Increasing

Research suggests that office building tenants are asking for more parking-- and many developers are responding by adding more parking spaces to their current developments, increasing their parking ratios. While the most common office building parking ratio is currently around 4 (spots per 1,000 sq. ft.), many tenants have been asking for ratios of 5 or 6. Though adding parking spots can be expensive (\$2,000 to \$6,000 per space for surface lots, \$12,000 to \$25,000 for garages), developers are often seeing this as an investment that may be able to improve the long term occupancy of their projects.”

http://qcode.us/codes/redondobeach/view.php?topic=10-5-5-10_5_1706

Redondo Beach Municipal Code

10-5.1706 Commercial, industrial, and other nonresidential parking standards.

Hotels and motels: The maximum required shall be as follows: one space for each guest room without kitchen facilities and one and one-half spaces for each guest room with kitchen facilities; plus one space per each 100 square feet of banquet, assembly, meeting, or restaurant seating area.

Business offices: One space for each 300 square feet of gross floor area.

Commercial uses: One space per each 250 square feet of gross floor area

Research and development offices and laboratories: One space for each 300 square feet, plus one parking space for each truck or vehicle operated by the use.

<https://www.ioptimizerealty.com/blog/what-to-know-about-parking-ratios>

“What's the Right Parking Ratio?

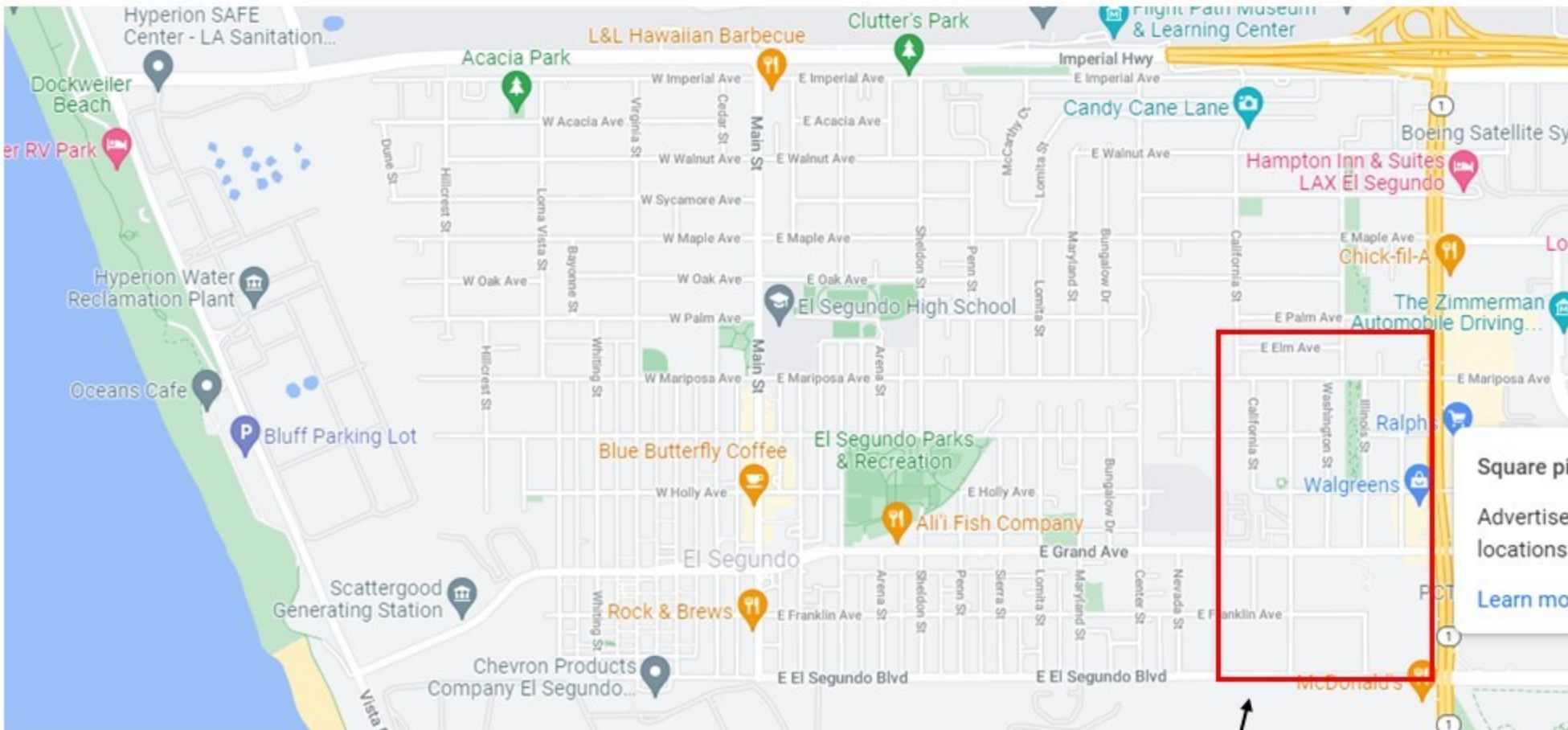
For office space, you'll hear a rule of thumb that a ration of five spaces per 1,000 square feet is about right, with applications like medical office and call centers requiring more parking.”

<https://www.codepublishing.com/CA/StHelena/html/StHelena17/StHelena17124.html#:~:text=and%20Office%20Uses.-,1.,each%20building%20or%20tenant%20space.>

“Commercial and Office Uses.

1. General commercial and office: one space for each three hundred (300) square feet of building floor area. A minimum of two parking spaces shall be provided for each building or tenant space.”

El Segundo Residential area and Smoky Hollow



Impacted area on next slide.

All of this is in the works with implementation within the next few years...



PCC North: Adding 137 apartments & 6 Townhomes, 2,223 sq ft commercial space and 241 parking spaces..

Fairfield Parking Structure: 2,200 sq ft of commercial area.

PCC South: Adding 120 apartments, 5,756 sq ft commercial space and 336 parking spaces

Area of new parking permit – 1 year test- approved Feb 2022

Catalyst project (as stated on their website) Total building area in the 4 buildings near the Kansas St and E Grand Ave intersection is 265,000 sq ft of space. It appears Catalyst is planning for 900 parking spaces, when it will most likely need 1,590. So a deficit of nearly 700 parking spaces.

2 adjacent development sites:
South Site – 44,604 sq ft addition for total area of 63,915 sq ft.
North site – 44,802 sq ft addition for total area of 65,061, less 5,000 sq ft for public park
Construction height for both is 60'

From: [john power](#)
To: [Wesson, Venus](#); [Schonborn, Eduardo](#)
Subject: Kansas / Holly intersection office MONSTER! shoved down our throats
Date: Thursday, February 10, 2022 12:35:52 PM

Please read to the group yet one {John Power} of the thousands of residents who want you to STOP the MONSTEROUS office bldg. and parking structure that is trying to squeeze through the city planners. A child can understand why it should not be shoved down the throats of El Segundo residents. It would be SOOOO much better tax wise to the city and residents for quiet, safety and desirability to us the people of El Segundo. It can easily have a zoning variance to the owners.

John Power